ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.

THE ADMIRALTY have given permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

Training is now going forward.

Applicants desiring to enrol should apply at once to

ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.

GOD SAVE THE KING.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

CAILLE
THE SPEED PORTABLE
MOTORS.
Magneto and Battery Ignition Combined.
The very latest in Portable Motors.
ALEX. ROSS & Co.,
Machinery Office,
4, Des Voeux Road Central.
[612

No. 17,970. 號七百九千七萬一第 日九初月一十年卯乙 HONGKONG, WEDNESDAY, DECEMBER 15TH, 1915. 三拜禮 號五十月二十年四國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Dec. 17th.—Europe (*vid* Siberia), per s.s. YINGCHOW.

TO DEPART

Dec. 16th.—Europe *vid* Siberia, at 9 a.m., per s.s. SUWA MARU.

Dec. 16th.—Straits, Ceylon, Port Said, Marseilles and London, at 11 a.m., per s.s. KAMO MARU.

Dec. 16th.—Philippine Islands, Japan *vid* Moji, United States, South America, Victoria, B.C. and Vancouver, United Kingdom *vid* Canada, at 1 p.m., per s.s. CANADA MARU.

Dec. 16th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 2 p.m., per s.s. NAMUR.

Dec. 16th.—Europe *vid* Siberia, at 3 p.m., per s.s. SINGKIANG.

Dec. 16th.—Europe *vid* Siberia, at 5 p.m., per s.s. LUCHOW.

Dec. 23rd.—Shanghai, North China, Japan *vid* Moji, Victoria, B.C., and Seattle, and United Kingdom *vid* Canada, at 11 a.m., per s.s. YOKOHAMA MARU.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREENISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914 [724

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes.
8.00 „	to 10.00 „	„ 10	„
10.00 „	to 11.00 „	„ 15	„
11.30 „	to 12.45 p.m.	„ 15	„
12.45 p.m.	to 1.15 „	„ 10	„
1.15 „	to 1.45 „	„ 15	„
1.45 „	to 2.15 „	„ 10	„
2.15 „	to 5.00 „	„ 15	„
5.00 „	to 8.10 „	„ 10	„

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every 15	minutes.
10.30 „	to 11.00 „	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.00 „	„ 15	„
5.00 „	to 6.00 „	„ 10	„
6.00 „	to 7.00 „	„ 15	„
7.00 „	to 8.10 „	„ 10	„

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 12th June, 1915. [1042

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[1230

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American or European Plan.

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Special terms to monthly guests.

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 „	53	88 „
Water on Blocks at Spring Tide	25 „	24	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
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	No. 1. 7,000 tons.	No. 2. 12,000 tons.
Lifting Power		
Max. Length of Ship taken in	460 feet.	580 feet.
Max. Breadth of Ship taken in	66 „	66 „
Max. Draft of Ship taken in	22 „	26 „

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Length on Keel Blocks	368 feet 0 inch.
Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 7 „

Floating Crane capable of lifting 20 tons weight.

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Any Orders will be promptly attended to and Estimates sent on application.
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DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [744

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THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitsu (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
				Sakaki	Kobe
$ 40 $ 25	Shanghai (S.M.R. Stn.)	Lv.	Forenoon	Tues.	Sat. Noon.
Y 27 22	Tsingtao	Ar.	„	—	—
	Dairen (S.M.R. Train)	Lv.	2.30 p.m.	Th. Thursday	Tues.
Y 13.65	Mukden	Ar.	11.25 „	„	—
	„	Lv.	11.50 „	—	—
Y 11.50	Changchun	Ar.	7.10 a.m.	Friday	—
	„ (Russian Train)	Lv.	*8.30 „	„	—
R 8.60	Harbin	Ar.	*8.00 „	„	—

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Tuesday	
R 9.60	Harbin (Russian Train)	Lv.	10.10 p.m.		
	Changchun	Ar.	6.30 p.m.		
Y 11.50	„ (S.M.R. Train)	Lv.	8.45 „	Friday	
	Mukden	Ar.	6.55 a.m.	„	
Y 13.65	„	Lv.	1.25 „	„	
	Dairen	Ar.	9.00 „	Fri.	Wed.
	„ (S.M.R. Stn.)	Lv.	Noon.	Sat.	—
$ 40 $ 25	Tsingtao	Ar.	Forenoon	Mon.	Fri.
Y 27 22	Shanghai	Ar.	„	Sakaki	Kobe

*Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the daily train leaving Dairen at 8 P.M. for Changchun and (not leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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THE BEST STEAMING COAL IN THE FAR EAST.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.
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Tiger Slayer by Order, C.E. Gouldsbury	6.00	Joffre Chaps and Others, Mills	.80
Venizelos, His Life and Work, Dr. C. Kerofilas	2.75	France at War, Kipling	.40
The City, its Finance July 1914-1915, Soame	4.00	Back of the Front, Miss Campbell's Own Story	.80
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The Bluebeard of the Bath, Story of "The Brides" Case, G. R Sims	.80	The Thirty-Nine Steps, John Buchan	.80
Stevenson's Edinburgh, illtd. in colour by J. Heron	4.80	Glorious Deeds of the Australians, E.C. Buley	2.75
Oxford, Andrew Lang	10.00	Panama and Other Poems, Stephen Phillips	3.50
Escape and Other Essays, A. C. Fenson	4.80	The Musketry Teacher for Instructors of Musketry	.80
The Lord's of the Fo'c'sle and other Comedies, Morley Roberts	1.60	Pitman's Shorthand Rapid Course	2.75
The Lord High Admiral, Cope Cornford	1.60	Dreams and Omens, James Ward	.40
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		First Aid to the Injured, St John's Ambulance Handbook	.80
		Manual of Field Engineering	.60

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FRESH ORANGES

ARRIVED TO-DAY.

TELEPHONE 407.

Hongkong, 8th December, 1915. [19

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SOLE PROPRIETORS OF ASHIO AND OTHER NINE COPPER AND GOLD MINES.
SILVER BULLION, COPPER INGOTS, TILES AND SHEETS, BARS, BOTH OF COPPER AND BRASS.

CABLES AND WIRES:

Every Kind for Electrical Use.

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Sole Proprietors and Sole Agents for
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Hongkong, 9th August, 1915. [845

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For Particulars, apply to—
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Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [543

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ALLSOPP'S
BRITISH PILSENER
BEER.

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WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.
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THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,
Manager.
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CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
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J. WITCHELL,
Manager.
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GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks

Noted for the best Food, Refreshment Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 P.M. to 11.30 P.M.

Special monthly terms for residents and to Shipping people.

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Telephone 137

Telegraphic address: "COMFORT."
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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers.

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THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate

For further particulars apply to—

THE MANAGER,
Macau.

Tel. Add. "Phœnix," Macau.
1st February, 1915. [37

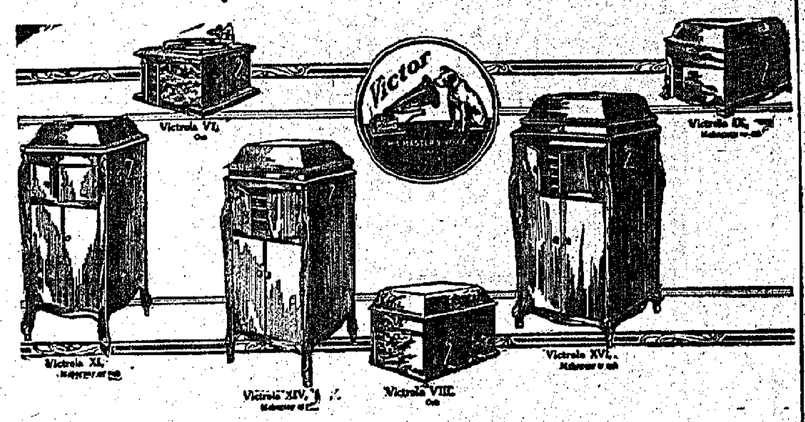
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VICTORIA HOTEL,
CANTON.

Situated on the British Concession, Shameen,
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. F. EYLES
1065

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WILL THERE be a VICTROLA

in your HOME this CHRISTMAS.



PRICES AND STYLES TO SUIT ALL.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-3

FOR SALE.

CORONATION POSTAGE STAMPS OF JAPAN,

at $1 per Complete Set.

GRACA & CO.,

No. 4, WYNDHAM STREET.

Hongkong, 15th December, 1915. [1043

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1911. [1092

A. LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades

TELEPHONE 1219.

Hongkong, 4th February, 1915. [516

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th December, 1915. [1280

TO LET—FULLY FURNISHED.

"ABERGELDIE," 136, THE PEAK. About March, or sooner if convenient. Apply—

A. RITCHIE,
Care of Messrs. DODWELL & Co., LTD.

Hongkong, 10th November, 1915. [1163

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA,
Care of E. PABANEY,
No. 1, Duddell Street

Hongkong 2nd February, 1915. [244

ASAHI BEER



THE DAI NIPPON BREWERY & CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE

SOLE AGENTS:

MITSU BUSSAN KAISHA

HONGKONG.

1231

DIRECTORY OF PROTESTANT MISSIONARIES FOR CHINA, JAPAN AND COREA.

On Sale at the HONGKONG DAILY PRESS OFFICE and Local Booksellers.

PRICE:

Cloth Cover $1.25
Paper " 0.80

Hongkong, 21st January, 1911.

HANKOW TO CALAIS DIRECT BY RAILWAY.

Work was recently commenced on the breaking through of the wall on either side of the Chien Men, Peking, for the purpose of making the two new gateways. The work is being undertaken with the object of making a central station for the Peking-Mukden and Peking-Hankow railways. It is interesting to note that when this work as been completed, and the two lines have been connected, it will be possible to go by rail direct from Hankow to Calais. This will form the longest railway connection in the world.

A KNIFE THRUST

would be welcome to many compared with the vicious shooting, stabbing pains of Sciatica.

Yet these are the men who have not heard about

LITTLE'S ORIENTAL BALM

and the miraculous relief it brings to the tortured sciatic nerve. Just rub a little in where the pain is and the pain is gone.

Think of it—rest, comfort, and security again, all day long and all night, too.

Sciatica is not and can never be again a menace to the users of LITTLE'S ORIENTAL BALM.

Sold at 1s. 4d. per bottle.

Agents for Hongkong:—
Messrs. A. S. WATSON & Co., LTD.

[1050-20

FAR EASTERN MEN AND THE WAR.

Mr. John D. Sumner, R.N., Chief Gunner (lost in His Majesty's Torpedo Boat No. 96 on November 1st), served in the *Bonaventure* in North China during the operations in 1900, and was decorated with the China medal.

Dr. Cecil Bennett, who is well-known in Shanghai, has had a very narrow escape at Loos. He was in conversation with a Colonel, when a fragment of a shell passed between the two men. This fragment hit the officer on the cheek inflicting a servere wound.

Captain T. J. Graham, 8th Battalion Royal Welsh Fusiliers, has been invalided home to Belfast from the Dardanelles from a severe attack of enteric. He served with the Royal Welsh Fusiliers in the Boxer campaign of 1900, and returned from Tientsin a year ago to rejoin his old regiment.

Major George Frederick Molineux-Montgomerie, 3rd Grenadier Guards, of Garboldisham, Norfolk, whose death took place in France on October 22nd, served as adjutant of the 1st Chinese Regiment, which he had practically raised, and was present at the Relief of Tientsin and of Peking, for which he held the medal with clasp.

Lieutenant-Colonel Withycombe, who served with the 1st Battalion King's Own Yorkshire Light Infantry in the Far East, and commanded it during its stay at Singapore, has been selected for the command of the Belfast Infantry Brigade of the Ulster Division, and will be given the rank of brigadier-general whilst so employed.

Lieutenant-Commander France Stuart (Mack) McGachen, died at Southsea on October 29th, aged 32. He joined the *Endymion* as midshipman, and received the medal for the China campaign in 1900, having taken part in the reduction of the Taku forts. He had been serving in one of H.M. ships in the Persian Gulf, and took part in three engagements.

Mr. Arthur Conway Young, of Kobe, is among the members of the Inns of Court O.T.C., who have been granted a commission. He has been appointed to the Royal Irish Fusiliers. It is understood that another Kobe "boy" who was in the same Officers' training Corps as Lieut. Young—Compton Pakenham—has obtained a commission in the Coldstream Guards.

Mr. Norman Dick, son of Mr. J. N. Dick, Government Marine Surveyor for many years in the Far East, has been appointed a 2nd Lieutenant in the Lowland Brigade, Royal Field Artillery. Mr. Norman Dick, who was born in Penang, has been trying to join the army for the last twelve months but his youth has up to now stood in his way. As it is, he is only eighteen.

Lieutenant Zouch A. Turton, 3rd Norfolk Regiment, attached 2nd East Yorks, previously reported "wounded and missing," after being an assistant on a rubber plantation in Malaya, became in 1913 manager of the Hongkong Rubber Estate. Soon after the outbreak of war he resigned this position to return to England. He was killed near Ypres on April 23rd, while leading his men against enemy trenches.

SERGT. R. LAPSLEY.

Sergt. Robert Lapsley, 15 Platoon, D Company, 2nd Middlesex Regt., writes to his brother from the firing line in north France on November 3rd as follows:—Fleeting time has changed the destiny of the Hongkongites with the 2nd Middlesex. At present beside myself there are only young Wilkie, now Lance-Corporal, and Hyndman, three of us, doing duty with the battalion. Lance-Corporal Victor is orderly room clerk, Lance-Corporal Braga brigade clerk, Lance-Corporal Lobel postman, and Lance-Corporal Briggs divisional clerk; all the others have been either killed, wounded or transferred to other Corps. Two others, Evers and Gumprecht, received commissions. The great advance you read of at the end of September found us properly equipped for action but our share was acting as reserves in artillery redoubts. Half of us had to camp out in the open owing to lack of space; as the weather was wet the job was not pleasant.

THE LAST OF THE "TRIUMPH."

[BY E. ASHMEAD BARTLETT.]

Mr. E. Ashmead Bartlett, in one of his latest contributions, gives an account of the loss of the *Triumph*. He says: We were at luncheon in the wardroom when a signalman entered, saying, "Beg pardon, sir, the *Triumph* is listing." Every one rushed up on the quarter-deck. The *Triumph* was at anchor, or else steaming very slowly up and down off the coast in her old position, south of Gaba Tepe, when she was struck by two torpedoes. Her nets were down at the time, but made not the slightest difference, as both torpedoes either passed through or else underneath them. When we reached the deck the *Triumph* was already listing, and it was obvious she would turn right over in a few minutes. When she was struck a trawler and a destroyer were quite close to the *Triumph*, and these two vessels at once went to her assistance to pick up the crew, whom we could see jumping off the sides into the water. All the destroyers off Cape Helles, in our neighbourhood, also got up steam and dashed at top speed across the ocean, almost blotting out the horizon with the columns of black smoke thrown out by their eager funnels.

It was a dramatic sight from the quarter-deck of the *Swiftsure*, a sister ship of the *Triumph*. The Admiral had come on deck, together with the other officers, and all stood in a silent group, gazing at the stricken battleship some four miles away. For seven minutes the group watched the dying struggle of the *Triumph* in absolute silence. Then, suddenly she seemed to grow weary of the hopeless fight against invisible forces, and exactly eight minutes after being struck she gave a final roll and turned upside down, her red bottom alone remaining visible. For half an hour we watched her floating bottom upwards, and then suddenly she gave a final plunge and disappeared for ever beneath the waves amidst boiling surf and clouds of steam.

WAR'S EFFECT ON SOUTH CHINA TRADE.

All things considered, writes the U.S. Consul-General in Hongkong, Mr. George E. Anderson, in a recent report, it is doubtful if the effect of the first year of the war in Europe upon the trade of the Far East has been as marked as has been anticipated. The effect upon the trade of South China has been considered, but it has been along general lines, and as a result of general conditions rather than a marked change from one line of purchase and supply to another.

BUYING POWER RESTRICTED.

The chief effect of the war upon the business of China (aside from the results of the liquidation of German firms in Hongkong and the prohibition of "trading with the enemy," which has broken up the combination of British manufacturers and German selling agencies) has been shutting off European markets for Chinese products, with the result that prices for such products fell to a point where production was not profitable, even where the goods could be sold at all. Without the sale of its products abroad China cannot buy for import. The effect of the war upon silver exchange, moreover has made all foreign goods very expensive in terms of silver. The value of silver most of the time since the beginning of the war has been such as to stimulate exports under normal conditions while holding back imports. With exports impossible because of the war, imports were held back for both financial and economical reasons. Under the circumstances it is rather remarkable that Chinese trade has held up as strongly under adverse conditions as it has, and whatever tendency to revival is all the more important.

LIQUIDATION OF STOCKS.

Nevertheless, the consumption of foreign goods in South China, though much below normal in volume, has proceeded much along usual lines, so far as the nationality of supplies is concerned, and changes in the course of trade have been coming slowly, though steadily and surely in a number of lines. While trade from central Europe was shut off by the war, there were large stocks of goods therefrom in Eastern ports, which have been on the market ever since, and the consumption of all such goods has been supplied more or less freely since the beginning of the war by drafts upon these stocks, even where trade was entirely controlled by other nationals, as in Hongkong. It was necessary that the sale of these stocks of goods should proceed along normal lines, so far as was possible, both to protect British and allied banking interests against loss from advances on such goods, and also to prevent the demoralisation of the market for the sale of similar British goods. In most lines of staple trade, therefore, the year's business has been largely one of liquidation of current stocks.

This has been the case particularly of cotton piece-goods. Stocks of all such goods in South China and most other Chinese ports have been large for several years. The outbreak of war, and especially the forced liquidation of German firms in Hongkong, made it necessary to dispose of these stocks instead of buying new goods. Nevertheless, stocks have been so far depleted during the year that the buying of new goods in fair volume is now in sight, and with this comes a realisation that in many lines American manufacturers are in a position to compete.

PRICES SOUGHT ON AMERICAN TEXTILES.

A careful study of the cotton piece-goods situation in Hongkong by experts has convinced a good many buyers that the United States offers the best first hand market for them at present, and inquiries for American prices are becoming more numerous and much more earnest. This is especially the case in plain grey shirtings and sheetings, in which central Europe had a good share of trade before the war. There is a marked demand for cotton blankets, cotton flannels, and other goods which formerly came largely from the continent of Europe, but demand for American goods also is coming to include a number of fabrics which heretofore have been obtained almost exclusively from Europe, but in which experts believe American manufacturers can now successfully compete.

METAL GOODS.

The trade in metals has shown as much of a change as any other line. In structural steel it has been found that conditions in Great Britain are such as to make prices high and deliveries very uncertain, while the trade from Belgium has entirely disappeared. Orders for American steel have been given as freely as general trade conditions have warranted. Indeed, this has been the case in all lines of iron and steel, including sheets and plates (galvanised and otherwise), wire and wire shorts, cobbles, nail rod, bars, hoops and all standard forms. Prices in the United States have been firm, and prices to consumers here have been particularly high because of the high freight rates prevailing on goods from America, but with all that prices have usually been below European prices, and deliveries could safely be promised, which has not been the case with European goods.

Demand on American manufacturers for all lines of iron and steel will doubtless be much heavier in the near future, for not only it is increasingly difficult to secure supplies from Europe, but stocks in the Far East are now very low, and on the other hand connections in the United States for the purchase of all such goods have been established, and the trade machinery now exists for satisfactory business.

In nearly all lines of machinery, especially in electrical goods and similar products, conditions have followed those obtaining in the iron and steel trade. As a result of general business depression in South China there has been less demand for electrical and similar machinery than normally would have been the case, but what demand has existed has reached to the United States in an unusual degree for its supplies.

Trade in this line is likely to go more to the United States in the immediate future, not only because, as above indicated, American connections have now been established and prices in Europe are high, but also because under present conditions of international finance American financing of such trade is more favourable than usual. In electrical lines there has been falling off in trade due to an end to special German financing of electrical power and light projects; however, of the normal trade in Hongkong the demand for American machines in sewing and knitting machinery has been cut off, with very favourable results on American trade.

MACHINERY, DYESTUFFS, GLASS, HARDWARE, ETC.

What business there has been in the purchase of boilers, turbines, and similar machinery supplies abroad has been going to the United States, with every indication that this will continue to be the case.

American manufacturers have secured a hold on trade in Hongkong and South China in many lines of goods which have never before been obtained from the United States. The sale of artificial dyes of American make has successfully been inaugurated in Hongkong. In nearly all lines of chemical products the United States is now being called upon for supplies, in many instances as the sole source of supply at the present time. American window glass and American glassware are now sold in Hongkong in increasing quantities. American hardware is increasing in popularity, supplanting the cheaper grade of European goods almost entirely and competing successfully with the more soldid English manufacturers. In nearly all lines of department store goods American manufacturers are now enjoying an increasing trade. American soap, various toilet supplies, perfumeries, and the like are used in increasing quantities; in some lines constituting practically the whole of the trade. In many of these lines of trade American manufacturers had a share before the outbreak of the war. Since the war they have had practically all the trade there was to be had. In nearly all these lines of trade consumption is below normal, both by reason of general trade conditions, the low value of silver, the reduction in foreign population, and the general business uncertainty; but American trade has increased, and with the return of normal times American manufacturers will have increasing opportunities of trade.

The great question in all this change is as to what portion of this new and somewhat special trade can be held after the end of the war in Europe and the establishment of normal trade conditions generally. Much may be said and written on this phase of present-day business, but little can be actually established. Most American manufacturers have gone after the trade here with a view of holding it.

THE COMPETITIVE FACTOR.

Of competing nations concerned in Chinese trade, Japan unquestionably has been the most successful in its efforts to secure trade formerly supplied by the belligerent nations of Europe. The Japanese Government, all Japanese trade organisations, Japanese manufacturers individually and by organisations in their respective lines of business have systematically and persistently struggled for this trade and are continuing their campaign. They have been especially successful in some lines of the cotton trade, such as heavy piece-goods, towels, cotton blankets, and ladies' hosiery; in some branches of electrical machinery and supplies; in soap, toys, paper, glass, and glassware; enamelled ware; and many miscellaneous goods. Great Britain has held its own in most cotton piece-goods in South China, and has gained some trade in electrical machinery and supplies and in general heavy machinery.

German trade has been almost entirely destroyed, but not much of it comparatively is being supplied from other sources. This is merely an illustration of a fact to which attention has been called heretofore in these reports, namely, that trade in China is not as competitive as it often has been made to appear and that each nation has its own particular trade in certain lines which it is difficult for other nations to serve because of the special advantages held by the original nation in that particular line of manufacture.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—Private W. C. Cowan is granted leave of absence from December 16th, 1915 to December 16th, 1916.

MANING OF POSTS.

2.—Reference Corps Order No. 2, dated December 12th, 1915, "Belchers Section" and the Scouts Company will fall in at Headquarters at 2.30 p.m., instead of at 8 a.m., on 19th instant. These units are to be in position by 4 p.m. and will be dismissed by 8 p.m.

PARADES.

3.—Parades for to-day.

7 a.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section order dated December 8th, 1915: Semaphore practice at Headquarters. Remainder, *nil*.

ENGINEER COMPANY.

4.—"Lyeemun Reliefs" from 16th to 31st December is posted on the notice-board at Headquarters for information of all concerned.

DETAIL.

5.—Gun Club Hill, Kowloon:—
On duty until morning of 20th inst.—
No. 1 Sec. Art. Batty. and Sec. M.G. Company.
Officer on duty: Lieut. Rees.
P. of W. Camp, Kowloon.—
On duty to-night: Scouts Company.
Officer on duty: Lieut. Murphy.
On duty 16th inst.: Scouts Company.
Officer on duty: Capt. Hutchison.
Orderly Sergeant until morning of 20th inst.: Corpl. A. A. Bolton.

C. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE

ROUTE MARCH.

All ranks, except Patrolmen, will fall in at Central Police Station 9.05 p.m., sharp to-day.

DINNER.

The Inspectors and Sergeants of the Police Reserve will meet at Dinner at the King Edward Hotel on Saturday, December 18th, at 8 p.m. The charge will be $2 per head. Dress:—Blue Patrol uniform for all ranks

F. C. JENKIN,
D.S.P. (Reserve).

HOUSES TO LET

TO LET.

OFFICES in Queen's Building.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 8th December, 1915. [1261

TO LET.

SUITE of WELL FURNISHED ROOMS, in Robinson Road Level, with or without board in English Private House.

Apply— "H.,"
Care of "Daily Press" Office.

Hongkong, 26th November, 1915. [1232

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916

Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.

Hongkong, 16th November, 1915. [1190

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.

Apply to—
M. J. D. STEPHENS.

Hongkong, 13th November, 1915. [1170

TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 10th November, 1915. [1162

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 19th October, 1915. [1094

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

Apply—
LINSTEAD & DAVIS.

Hongkong, 18th October, 1915. [1089

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 24th October, 1915. [45

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.

Apply to—
SHEWAN, TOMES & Co

Hongkong, 3rd December, 1914. [39

TO LET.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

WINDSOR LODGE, Kowloon, Six-Roomed House with Tennis Court. Immediate possession.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 26th November, 1915. [1177

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings.

OFFICES in Des Vœux Road Central.

HOUSES in CLIFTON GARDENS, Conduit Road.

NEW HOUSES in Broadwood Terrace.

HOUSES at the Peak,

No. 21, WONG-NEI-CHONG ROAD.

No. 1, MORETON TERRACE, Causeway Bay.

GODOWNS, at Wanchai.

GODOWNS, at New Praya, Kennedy Town

Nos. 1, 2 and 3, WEST END TERRACE CANTON.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 4th November, 1915. 38

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

No. 2, ZETLAND STREET.

No. 25, SHELLEY STREET.

No. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.

No. 58, PEEL STREET, on Caine Road level.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

"LEWKNOR," No. 126, THE PEAK.

"HARTING," Austin Road, Kowloon.

ONE OFFICE or SHOP in Duddell Street, Ground Floor.

No. 3, "THE ALBANY."

ROOMS, in Duddell Street.

"ROSENEATH," 2, Hankow Rd., Kowloon.

No. 6, BELILIOS TERRACE.

No. 25, BELILIOS TERRACE, with entrance on Conduit Road.

ONE GODOWN, No. 8, Burrows Street, Wanchai.

TWO GODOWNS, in Duddell Street.

No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).

No. 50, THE PEAK (5 CAMERON VILLAS.

Apply to— LINSTEAD & DAVIS
3rd Floor, Alexandra Buildings.

Hongkong, 8th December, 1915. 45

VOLUNTEER OFFICERS DECORATED.

SPEECH BY H.E. THE GOVERNOR

The officers and men of the Hongkong Volunteers and Volunteer Reserve paraded on the Cricket Ground last evening, when Major D. Macdonald and Captain G. P. Lammert were presented with the Colonial Auxiliary Forces Officers' Decoration (V.D.) by His Excellency the Governor. The parade which was very strong numerically, was inspected by His Excellency, who was accompanied by H.E. the General Officer Commanding (Major-General F. Ventris), Lieut.-Colonel Iles R.G.A., also being present.

HIS EXCELLENCY THE GOVERNOR, addressing the parade, which was formed up in a hollow square, said it afforded him peculiar pleasure to come there that afternoon to present the Colonial Auxiliary Forces Officers' Decoration—which, as they knew, was granted for 20 years' commissioned service—because he had served with both the recipients as a member of the Volunteer Force from 1893 to 1896. When Major Macdonald was promoted Lieutenant he (the Governor) served under him, and when he (the Governor) became a sergeant, Captain Lammert was in his section. His Excellency continued.—"I have alluded to my services in the Volunteers. Those were the days when there was no Volunteer Reserve. I know that I have been called the father of that fine body of men. At one time I wanted to give that proud distinction to Sir Matthew Nathan, but you have grown into such a splendid body that I can no longer deny myself the pleasure of pleading guilty to the soft impeachment." His Excellency emphasised the value of the Volunteers and the Reserves to the Colony, and reiterated that it was because of the numbers and efficiency of the Force that Major-General Kelly, and after him Major-General Ventris, had been able to spare a considerable number of the garrison troops for service at the Front.

Major Macdonald and Captain Lammert then marched up to His Excellency, who pinned the medals on their breasts.

MAJOR MACDONALD.

Major Macdonald joined the Corps in 1884, when a new section of the Field Battery was raised in Kowloon Dock, he being at that time on the staff of the Hongkong and Whampoa Dock Company. They raised two guns, seven pounders, and were known as the Left Section. Major Macdonald joined the new section as a private, but in the same year he was promoted to the rank of Sergeant. At that time the strength of the Corps was between 80 and 100 men all told. The Commanding Officer was Capt. McCullan, and among those connected with the Corps then and who are still doing service Major Macdonald recalls Col. Chapman, V.D., Capt. Lammert, Capt. Armstrong, and Pte. R. Melbourne, the latter being in the Infantry. It was a few years after this that Mr. Logan, the popular G.O.M. of the Corps, joined up. In March, 1896, Sergt. Macdonald was given a commission, a fitting recognition of valuable service rendered. The Captaincy came in May, 1899, when the then Governor, Sir Henry Blake, conferred the honour. The rank of Major was attained during the Governorship of Sir Matthew Nathan. Major Macdonald, who is very popular with both Officers and men, has seen the Corps gradually grow into its present efficient state, and he looks back with no small degree of satisfaction to his twenty years of service, which were really attained in 1914, when he received the long service medal. During this period, Major Macdonald informed a *Daily Press* representative, the Volunteers have not been called upon to do any real active service beyond that which they are now so ably performing, but he smilingly recalled the famous "taking of Kowloon City;" a bloodless victory the memory of which is obviously cherished by officers and men alike. Major Macdonald's period of service—two years in the ranks, and eighteen years as a commissioned Officer—is one of which he may well be proud.

CAPT. LAMMERT.

It is was as far back as 1883 that Capt. Lammert first became connected with the Volunteer Corps, when he joined the first Artillery Company as a private. He left in 1889, but rejoined in 1894 and has been with the Corps ever since, his service extending over 27 years. He became a Lieutenant in 1901 and a Captain in 1905. A year later he received his long service medal. In the same year, also, he received the Coronation medal, when, with ten other Hongkong Volunteers, he attended the Coronation of King George. At the time Capt. Lammert joined the Corps Major Tripp was in command and they could muster about 100 men.

ST. JOHN AMBULANCE ASSOCIATION.

FIRST AID EXAMINATION.

At an Examination in First Aid recently by Surgeon-General Hoskyn, R.N., the following Candidates were successful:—

Miss Ethel Allen.
Miss Bertha Bishop.
Miss Jean Braga.
Miss Maud Braga.
Mrs. Alice Bryson.
Mrs. Dolores Carroll.
Mrs. Annie Charlton.
† Miss Olge Figueiredo.
* Miss Carmelita Gardner.
Miss May Higgens.
Miss Florence Hung.
Miss Maria de Jesus.
Miss Clara Passos.
Miss Alice Pierpoint.
* Mrs. Mafalda Remedios.
* Miss Celestine Summers.
Miss Eva Summers.
* Mrs. Eveline Hyndman Xavier.

These marked * having passed three examinations are qualified to receive the Medallion of the Association.

The candidate marked † has passed the "Junior" Examination only.

Four candidates failed to satisfy the Examiner.

Dr. Koch acted as Hon. Lecturer to the Class, which was conducted under the auspices of the Catholic Women's League.

E. RALPHS,
Hon. Secretary.

CIGARETTE AND TOBACCO FUND.

FOR THE ALLIED FORCES AT THE FRONT.

The following is the Subscription List to date:—

Total acknowledged to the 4th December, 1915	$8,762.50
Since received:—Mrs. A. Clark, $10; Revenue Officers (European) Import and Export Department, $10; Collected at Royal Naval Canteen by "Pincher Martin," $2.50; R.D.H., $5; Messrs. Moxon & Taylor, $50; Mr. A. E. Crapnell, $10; Sergt.-Major J. D. Logan, H.K.C. (Retired), $36; Mr. Daniel Jaffe, $25; Per *South China Morning Post*, "Non-Smokers," $10	$ 164.50
Lists No. 4 M. and N.:—G.T.E., $10; G.M.Y., $10; C.H.B., $5; A.M.W., $5; C.E., $5; J.M.McH., $5; G.E.S., $5; W.N., $5; L.S.G., $3; A.L.G., $3; A.W.L.R., $3; G.A.R., $3; R.W.M. $3; L.J.G., $2; R.C., $2; W.C.B., $2; A.R.A., $2; F.W.J., $2; J.R.K., $2; R.I., $2; D.M., $5; Taikoo Bathing Party Balance, $13.60; S.J.D. & Co., $5; T.W.H., $5; H.M.W., $2; D.H.R., $2; E.J.R.M., $5; R.H., $3; S.W.B., $4; J.L., $2; W.B. $2; J.V.R., $5; W.D., $2; W.J.H., $2; C.P. $10; H.J., $3; G.S.A., $5; P.S.L.B., $3; H.C.S., $5; L.N.M., $5; J.A.R., $2; A.C.L., $3; A.K., $5; A.C.L. $2; F.G., $10; C.B.J., $5; G.A.H., $5; C.D.W., $5; J.W.C.B., $10; J.A.Y., $5; A.G.G., $5; G.M.L., $2; H.J.S. $10; H.R.B.H., $5; D.F. $5; "A Smoker," $25; C.E.H.B., $4.	$ 159.00
	$9,202.69
Expended to 4th December, 1915	$8,417.65
Loss on Subsidiary coins	2.72
	$8,420.37
Balance in hand	$ 782.32

D. W. CRADDOCK
Chairman.

Hongkong, 11th December, 1915.

BELGIAN REFUGEES' FUND.

Mrs. Bowley has forwarded £7 to Mrs. Dennys for the Belgian Hostels at Thames Ditton, representing $71, donations received from Lady May, Lady Rees Davies, Lady Chater, Mrs. Anstruther, Mrs. Landale, Mrs. Looker, Mrs. Pentreath, Mrs. Pemberton, Mrs. Pollock, Mrs. Ritchie, Mrs. Murray Scott, and Mrs. Stabb.

MAGISTRACY MATTERS.

A "GREAT NUISANCE."

Irresponsible Chinese cyclists are becoming a local pest. Two of their number were charged at the Magistracy yesterday with riding to the common danger, in Salisbury Road, Kowloon, and were each fined $15. Mr. Hazeland remarked that the "antics" of the these youths were a great nuisance in the Colony.

BELIED TRUSTS.

The Chinese seem to place too much faith in their fokis. The occupier of 298, Queen's Road, Central, reports that he entrusted a foki with a pair of gold bangles valued at $250, and like many other foki's similarly entrusted he has not been seen since.

The managing parties of the Kui Hing Nui, 119, Connaught Road West, has reported to the police that on the 5th instant he gave the sum of $645.85 to a shop coolie, who absconded; not before he had also collected a sum of $2,661 from a shop in Bonham Strand in the name of his employers.

Another Chinese of the coolie class who represented himself to be the "son of his master" visited a shop in Queen's Road West, obtained goods to the value of $168, since when he has not been seen.

GOLF.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND POOL.

At Happy Valley during December:—

Cup:—

A. B. Stewart (Tie)	82— 6	76	
A. K. Henderson (Tie)	90—14	76	
Lieut.-Col. D. C. Faichnie	95—18	77	
N. E. Kent	91—13	78	
C. Bulmer Johnson	84— 6	78	
H. E. Stevens	97—18	79	

Pool:—

A. B. Stewart	82— 6	76

R.H.K.G.C. *v.* U.S.R.C.

A match was played over the Fanling course on Sunday, between teams representing the Club and the U.S.R.C., Kowloon. Singles were played in the morning and 4-ball foursomes in the afternoon. The result was a victory for the R.H.K.G.C.

A return match is to be played over the U.S.R.C. course at a date to be arranged.

The matches resulted as follows, one point being scored for the match and ½ for the bye:—

R.H.K.G.C.	Matches.
Singles:—	
Mr. T. S. Forrest	0
Mr. T. W. Hill (2 up)	1
Mr. S. H. Dodwell (3 and 2)	1
Mr. R. A. Brand (1 up)	1
Mr. A. Ritchie (1 up)	1
Mr. G. S. Archbutt (7 and 5)	1½
Mr. A. H. Crew (2 and 1)	1
Mr. Bulmer Johnson (3 and 2)	1½
Total	7½
U.S.R.C.	
Capt. C. Campbell (5 and 3)	1
Dr. T. Lindsay Woods	0
Mr. K. McLennan	½
Mr. C. D. Martyn	0
Mr. W. D. Kraft	0
Mr. R. E. Lindsell	0
Mr. J. Hooper	0
Mr. D. J. Mackenzie	0
Totol	½

Four-Ball Foursomes:—

R.H.K.G.C.	Matches.
Mr. T. S. Forrest and Mr. T. W. Hill	0
Mr. S. H. Dodwell and Mr. R. A. Brand (2 and 1)	1½
Mr. A. Ritchie and Mr. G. S. Archbutt (1 up)	1
Mr. A. H. Crew and Mr. C. Bulmer Johnson	½
Total	2½
U.S.R.C.	
Capt. C. Campbell and Dr. Lindsay Woods (1 up)	1
Mr. K. McLennan and Mr. C. D. Martyn	0
Mr. W. D. Kraft and Mr. R. E. Lindsell	0
Mr. J. Hooper and Mr. D. J. Mackenzie (3 and 2)	1
Total	2

GREAT BRITAIN'S FOREIGN TRADE.

FOR THE FIRST TEN MONTHS OF 1915.

For the ten month the imports of the United Kingdom show an increase of 24.02 per cent., while the exports have decreased by 16.94 per cent., and the re-exports by 1.42 per cent. The exports of all kinds were less than the imports by upwards of £313,000,000, as compared with a difference of only about £110,000,000 for the corresponding period of last year, and £100,000,000 in 1913.

ADVERSE BALANCE DECREASES IN OCTOBER.

Imports October	£67,792,557
Increase on 1914	16,413,122
	31,968,965
Exports October	3,367,150
Increase on 1914	7,162,633
Re-Exports October	17,224
Decrease on 1914	

During October our total imports were larger by 31.94 per cent. than in the corresponding month of last year, while the increase in the exports was 11.77 per cent. Higher prices again played a prominent part in swelling the totals of both the imports and exports. Re-exports decreased 0.23 per cent.

CHANGES IN IMPORTS.

Of the increase of £16,413,122 in the imports, £8,382,289 was contributed by raw materials including cotton £2,953,719, of which the increase was 145 per cent. in quantity, against nearly 192 per cent. in value. Wood and timber increased £1,292,887, and wool £1,042,752. Manufactured articles were up £4,927,045, the chief addition being £1,020,403 in chemicals. The gain in food and drink, etc., was £3,050,307, of which £1,336,841 came from non-dutiable articles such as butter, milk, and fish, and £1,056,065 from meat. More chilled beef came to hand from Uruguay, and more frozen beef and mutton from New Zealand. The United States and Canada sent a large quantity of bacon and hams, and the supplies of butter and eggs from Russia were larger, while those from Denmark fell off. Our receipts of wheat fell off in quantity about 42 per cent., but, owing to higher prices, the decline in value was not more than about 27 per cent.

DIFFERENCES IN EXPORTS.

The principal increase among the exports was £1,936,334 in manufactured articles, woollen goods being up £1,259,191, and iron and steel manufacturers £1,131,239. Cotton fabrics rose £742,497, nearly all countries being better customers for piece-goods. New ships, however, decreased £601,640, machinery £528,758, and railway carriages and trucks £332,836. As regards raw materials, which increased £980,529 on balance, coal and coke accounted for £660,583, the increase in the quantity being 380,312 tons. Articles of food and drink diminished by £348,416.

Bullion imports for the month were £1,185,092—a decrease of £531,137; and those for the ten months £15,684,642—a decrease of £34,611,254. The exports for the month increased by £8,813,592 to £9,397,595, while for the ten months they fell by £15,771,014 to £23,462,014

YANGTZE WHARF AND GODOWN CO.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of shareholders in the Yangtze Wharf and Godown Co., Ltd., was held at the office of Messrs. Carlowitz & Co., Shanghai.

Mr. C. Rosenbaum (presiding) said:—Gentlemen, Since our last ordinary general meeting our Company has been in a rather awkward position. Our German and Austrian clients, on whose support we have been principally dependent for our earnings, have naturally withdrawn what was left of it on account of the British registration of this Company, and since July 25th, the date of coming into effect of the "Trading with the Enemy in China" regulations, we have been altogether barred from such business, while the other side knowing the preponderance of German interests in the Company, would or could not recognize us as a British concern.

There appears to be no way out of the difficulty except sitting still and waiting for the end of the war. Your directors have carefully avoided any acts in contravention of the various King's Regulations dealing with the "Trading with the Enemy," but when we are called upon to resign in favour of a Board of British Directors, as we are by the new Order-in-Council coming into effect on January 1st next year, a Board that would doubtless have at once to dispense with the services of a German firm as agents, contrary to our Articles of Association, we find it impossible to go on as a British company.

We would feel guilty of deserting the interests of the great majority of shareholders, which is of German nationality and which would be treated as an "alien enemy" by such a Board. It is true that the new Order-in-Council only calls for a majority of British Directors, but from experience you all know that not even one member of German nationality would under present circumstances be suffered to remain on the board.

Besides, it appears to be very doubtful whether British subjects could be found willing to accept the posts of Directors, managers or auditor to the company under the "reign of terror" lately enacted by the British authorities in this international community in a neutral country, when even the receipt of a letter from an enemy subject will bring a Britisher into conflict with the British law.

The road is paved for the registration of a new company under German jurisdiction as soon as the formalities for winding up this company have been carried out, the new company taking over all assets and liabilities as from January 1st, 1916, and to be conducted on exactly the same lines as the old one, the shareholders to receive one share of the same nominal value in the new company for every share held by them in the old.

On the motion of the chairman, seconded by Mr. Lieb, the following resolution was declared carried:—

"That the company be wound up voluntarily and that Mr. C. Boolsen be and he is hereby appointed liquidator for the purpose of such winding up."

The Chairman then proposed resolution No. 2, viz.:—

"That the said liquidator be and he is hereby authorized to sell the company as a going concern to a new company: 'Yangtsze Lagerhaus Aktiengesellschaft,' incorporated under German Law upon the terms and conditions fully set forth in a letter dated November 22nd, 1915."

This was seconded by Mr. Lieb and carried, the Chairman announcing that one shareholder had abstained from voting.

SHIPPING NOTES.

RECORD PRICE FOR A SHIP.

As an instance of the prevailing high price of ships, it is mentioned that the steamer *Fukutoku-maru*, 2,650 tons, just built by the Kawasaki Dockyard, was sold at auction last month to Mr. Hayashi Takesaburo, of Osaka, at Y.465,000, or Y.176 per ton. It is stated that such a high price is unprecedented in the annals of shipping transactions in Japan. It is interesting, too, to note that the number of Japanese "tramp" steamers chartered by foreigners and trading in European waters is said to be eleven, totalling 44,580 tons.

REQUISITIONED SHIPS.

In answer to Mr. Shirley Benn, who asked what was the percentage of tonnage owned by certain companies which was requisitioned by the Government up to January 1st, 1915, and the percentage owned by each house under requisition by the Government on October 1st, Dr. Macnamara has furnished the following particulars:—

	Up to Jan. 1, 1915.	On Oct. 1, 1915.
British India S. N. Co., Ltd.	46.15†	41.3*
Canadian Pacific Railway Co.	16.0	20.0
T. Wilson, Sons, & Co., Ltd.	9.0	13.75
Raeburn and Verel	—	25.0
Maclay and McIntyre	2.1	24.5
E. T. Radcliffe & Co.	4.3	36.0
Foster, Hain, and Read (E. Hain and Son)	36.4	25.7
W. Runciman & Co.	1.6	22.6
Prince Line, Ltd.	10.15	18.0

† 41.3 per cent. represents ships requisitioned by the Indian Government.
* 30.0 per cent. represents ships requisitioned by the Indian Government.

Dr. Macnamara adds that the figures given for the period from the beginning of the war up to January 1st, 1915, represent the proportion of the total time for which the ships requisitioned were on Government service bears to the full working time of the whole fleet for the period August 4th, 1914, to January 1st, 1915. The details given for October 1st, 1915, show the percentage of ships belonging to the respective firms which were actually on service at that date.

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE NOS. 1741, 1742.

WE ARE NOW SHOWING OUR NEW STOCK OF

CHRISTMAS GOODS

LATEST NOVELTIES

SUITABLE FOR PRESENTS

IN ALL DEPARTMENTS.

ENGLISH CONFECTIONERY

FANCY BOXES OF

CHOCOLATES AND SWEETS.

CHRISTMAS

PUDDINGS, CAKES, MINCE MEAT.

CRACKERS AND COSAQUES.

EXCLUSIVE DESIGNS.

PULLED FIGS. NUTS. MUSCATELS.

CURRANTS. RAISINS. SULTANAS.

YORK HAMS—STILTONS.

A LARGE SELECTION OF

TOYS, GAMES, &c.

LANE, CRAWFORD & CO. [22

WILLEM HEYBLOM,

IMPORT AND EXPORT MERCHANT.

3, QUEEN'S BUILDING.

SOLE REPRESENTATIVE OF 30 DUTCH AND SEVERAL ENGLISH AND SWISS MANUFACTURERS.

INSPECTION OF SAMPLES CORDIALLY INVITED.

PHONE: 1687. PHONE: 1687.

Hongkong, 4th December, 1915. [1176

WISEMAN, LIMITED.

TELEPHONE 407.

A FEW OF OUR LEADING LINES FOR CHRISTMAS.

CHRISTMAS CAKES FROM $2.00 EACH.

A Rich Fruit Cake Encrusted with Almond Paste, Iced and Prettily Decorated.

DUNDEE CAKES FROM $2.00 EACH.
(SCOTLAND'S CAKE).

A Rich Fruit Cake, with Almonds on Top.

SCHOOL CAKES FROM $1.00 EACH.

A Good Medium Quality Cake, with Almonds on Top, very suitable for Children.

REAL SCOTCH SHORTBREAD FROM $1.00 EACH.

Mottoes Piped on with Sugar, to order.

YE OLDE ENGLISH CHRISTMAS PUDDINGS FROM $2.00 EACH.

All our Cakes and Pastries are made under the personal supervision of our English Manager who was awarded Gold Medals in London, in 1912 and 1913, for Christmas Puddings and Dundee Cakes. The strictest attention to cleanliness in every detail is insisted on at our Bakery, and we guarantee that no substitutes of any description are used in the manufacturing of our goods.

Hongkong, 13th December, 1915. [1272

At times of crisis it must be Bovril

BRITISH TO THE BACKBONE

2-332

NEW ADVERTISEMENTS

TO LET.

NO. 4, MOUNTAIN VIEW, PEAK, Furnished or Unfurnished.
Apply to—
R. W. LEE-JONES.
Care of SHEWAN, TOMES & Co.
Hongkong, 15th December, 1915. [1282

UNIVERSITY OF HONGKONG.

DEMONSTRATOR IN ENGINEERING.

THE Services of a DEMONSTRATOR in ENGINEERING in the UNIVERSITY OF HONGKONG are required. Preference will be given to a graduate in Engineering. For further particulars apply to the—
DEAN FACULTY OF ENGINEERING
UNIVERSITY HONGKONG.
Hongkong, 15th December, 1915. [1283

G. R.

WANTED.

APPLICATIONS, which should be addressed to the Director of Education are invited for the VACANT post of CHINESE TRANSLATOR in the Supreme Court.
The salary of the post is $1,920 a year rising to $2,400.
Candidates must have a first rate knowledge of English and Chinese. A good knowledge of a 2nd and 3rd Chinese Dialect besides Cantonese is also desirable.
N. G. NOLAN,
Chief Interpreter,
Supreme Court.
Hongkong, 14th December, 1915. [1284

ROYAL HONGKONG GOLF CLUB.

COMPETITIONS will be held over the FANLING Course on MONDAY, 27th December, as follows:—
MORNING:—18 Holes Bogey Competition under Handicap. Entrance fee $1.00.
AFTERNOON:—Mixed Foursomes Competition 18 holes Medal play under Handicap. Competitors must choose their own partners and opponents.
Entries can be made on the board in the Club Houses at HAPPY VALLEY and FANLING and in the HONGKONG CLUB, or may be sent in writing to the Undersigned, care of Messrs. BRADLEY & Co., LTD.
Entrance fee $2.00 per couple.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, 15th December, 1915. [1285

LUZON SUGAR REFINING CO., LTD.

FOR the information of Shareholders the General Agents publish the following estimate of the working result for the 9 months ending 30th September, 1915.
JARDINE, MATHESON & Co., LTD.,
General Agents,
LUZON SUGAR REFINING Co., LTD.
Hongkong, 14th December, 1915.

LUZON SUGAR REFINING CO., LTD.

ESTIMATED PROFIT AND LOSS ACCOUNT FOR 9 MONTHS TO 30TH DECEMBER, 1915.

Dr.

1915.			
Sept. 30th—To Interest			$21,946.15
	Auditors' Fee		50.00
	General Managers Commission		8,698.14
	Consulting Committee Fees		1,500.00
	Allowance for Income Tax		952.47
	Balance		95,246.96
			$128,393.72

Cr.

1915.		
Sept. 30th—By gain on Working Account		$128,393.72
		$128,393.72

BALANCE SHEET 30TH SEPTEMBER, 1915.

LIABILITIES.

Capital 7,000 Shares of $100 each		$700,000.00
Jardine, Matheson & Co., Ltd., Current Account		267,073.69
Hongkong and Shanghai Banking Corporation		205,000.00
Accounts Payable		16,948.71
PROFIT AND LOSS ACCOUNT. Profit for 9 months to date	$95,246.96	
Less balance per last account	29,445.68	65,801.28
		$1,254,823.68

ASSETS.

Property as per last account	$654,872.07	
additions during the year	11,291.70	$666,163.77
Stocks of Raw and Refined Sugar, &c.		411,339.42
Stocks of Coal, Charcoal, Stores, &c.		47,204.22
Accounts Receivable		128,019.46
Cash in Hand		2,096.81
		$1,254,823.68

E. & O. E.
Hongkong, 14th December, 1915.
JARDINE, MATHESON & Co., LTD.,
General Agents,
LUZON SUGAR REFINING Co., LTD.
[1286

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Head Office of the Society, No. 2, Queen's Buildings, Ice House Street, Victoria, in the Colony of Hongkong, on MONDAY, the 20th day of December, 1915, at 11 o'clock in the forenoon, when the subjoined Resolutions which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the said Society held on the 4th day of December, 1915, will be submitted for confirmation as Special Resolutions:—

(1.)—"That the Capital of the Society "be increased to $4,000,000 (Four Million Dollars) by the creation of 3,600 "(Three Thousand Six Hundred) Additional Ordinary Shares of $250 (Two "Hundred and Fifty Dollars) each "(whereof $100 (One Hundred Dollars) "shall be credited as paid up) ranking "for Dividend and in all other respects "*pari passu* with the Existing Ordinary "Shares of the Society: and that the "said Additional Shares, so far as shall "be necessary for the purpose, be issued "to those Shareholders of the CHINA "FIRE INSURANCE COMPANY, "LIMITED, who have accepted or shall "accept the Society's offer made to them "on the 4th day of August, 1915, such "issue being in accordance with the "terms of a contract or memorandum in "writing made or to be made pursuant "to the said offer and to be filed with "the Registrar of Companies: and that "the balance (if any) of the said Additional Shares be disposed of by the "Society's Board of Directors in such "manner as such Board shall think most "beneficial to the Society."

(2.)—"That Article No. 9 of the "Society's Articles of Association which "now reads:—

'The Society shall have a first and paramount lien upon all the Shares of any Shareholder for all monies due to the Society either from him alone or jointly with any other person and where a Share is held by more persons than one the Society shall have a lien thereon in respect of all monies so due to it from all or any of the holders thereof.'

"be eliminated in its entirety and that "in lieu thereof the following new "Article be inserted as Article No. 9:—

(9.)—'The Society shall have a first and paramount lien upon all the Shares Registered in the name of each Shareholder (whether solely or jointly with others) and upon the proceeds of sale thereof, for his debts, liabilities and engagements, and solely or jointly with any other person, to or with the Society, whether the period for the payment, fulfilment, or discharge thereof shall have actually arrived or not, and no equitable interest in any Share shall be created except upon the footing and condition that Clause 34a hereof is to have full effect. And such lien shall extend to all Dividends from time to time declared in respect of such Shares.'

(3.)—"That after Article No. 34 of "the Society's Articles of Association the "following new Article be inserted as "Article No. 34a:—

(34a.)—'Save as herein otherwise provided the Society shall be entitled to treat the Registered Holder of any Share as the absolute owner thereof, and accordingly shall not, except as ordered by a Court of competent jurisdiction, or as by Ordinance required, be bound to recognise any equitable or other claim to or interest in such Share on the part of any other person, Firm, Company or Corporation.'

(4.)—"That the heading of Articles "Nos. 95 to 100 (inclusive) of the "Society's Articles of Association reading 'the Secretary' be altered so as "to read 'the General Manager'; and "that in the last-mentioned Articles "(Nos. 95 to 100 inclusive) wherever the "word 'Secretary' appears such word "be eliminated and that in lieu thereof "the words 'General Manager' be "inserted."

(5.)—"That in the following Articles "of the Society's Articles of Association, "viz.:—Articles Nos. 2, 7, 25, 38, 45, 47, "53, 55, 84, 94, 103, and 129 the word "'Secretary' wherever it occurs be "eliminated and that in lieu thereof the "words 'General Manager' be "inserted."

Dated this 4th day of December, 1915.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
[1254

WANTED.

EUROPEAN requires employment in Office. Good banking experience.
Write— Box 14,
Care of "Daily Press" Office.
Hongkong, 14th December, 1915. [1278

WANTED.

IN Solicitors' Office, a SHORTHAND WRITER. No objection to nationality and sex. Apply, stating particulars and salary required, to—
"LEX,"
Care of P.O. Box 584, Hongkong.
Hongkong, 13th December, 1915. [1273

WANTED.

DAILY or Resident NURSE for two Children at the Peak. Apply by letter enclosing copies of testimonials to—
"E.,"
Care of "Daily Press" Office.
Hongkong, 10th November, 1915. [1164

FOR SALE.

THOROUGH-BRED SIAMESE KITTEN. Suitable for Christmas Presents.
Apply to—
"BANKOK,"
Care of "Daily Press" Office.
Hongkong, 10th December, 1915. [1279

INTIMATIONS

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 2, Queen's Buildings, Ice House Street, Victoria, in the Colony of Hongkong, on MONDAY, the 20th day of December, 1915, at 11.15 o'clock in the forenoon, when the subjoined Resolutions which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the said Company held on the 4th day of December, 1915, will be submitted for confirmation as Special Resolutions:—

(1.)—"That Article No. 9 of the Company's Articles of Association which "now reads:—

'The Company shall have a first and paramount lien upon all the Shares of any Shareholder for all monies due to the Company either from him alone or jointly with any other person, and where a Share is held by more persons than one the Company shall have a lien thereon in respect of all monies so due to it from all or any of the holders thereof.'

"be eliminated in its entirety, and that "in lieu thereof the following new "Article be inserted as Article No. 9:—

(9.)—'The Company shall have a first and paramount lien upon all the Shares Registered in the name of each Shareholder (whether solely or jointly with others) and upon the proceeds of sale thereof, for his debts, liabilities and engagements, and solely or jointly with any other person, to or with the Company, whether the period for the payment, fulfilment or discharge thereof shall have actually arrived or not, and no equitable interest in any Share shall be created except upon the footing and condition that Clause 33a hereof is to have full effect. And such lien shall extend to all Dividends from time to time declared in respect of such Share.'

(2.)—"That after Article No. 33 of the "Company's Articles of Association the "following new Article be inserted as "Article No. 33a:—

(33a.)—'Save as herein otherwise provided the Company shall be entitled to treat the Registered Holder of any Share as the absolute owner thereof, and accordingly shall not, except as ordered by a Court of competent jurisdiction, or as by Ordinance required, be bound to recognise any equitable or other claim to or interest in such Share on the part of any other person, Firm, Company or Corporation.'

(3.)—"That the heading of Articles "Nos. 94 to 99 (inclusive) of the Company's Articles of Association reading:—'The Secretary' be altered so "as to read 'the General Manager'; "and that in the last-mentioned Articles "Nos. 94 to 99 inclusive), wherever the "word 'Secretary' appears such word "be eliminated and that in lieu thereof "the words 'General Manager' be "inserted."

(4.)—"That in the following Articles "of the Company's Articles of Association, viz.:—Articles Nos. 2, 7, 24, 35, "44, 46, 52, 54, 83, 93, 102, and 128 the "word 'Secretary' wherever it occurs "be eliminated and that in lieu thereof "the words 'General Manager' be "inserted."

Dated this 4th day of December, 1915.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
[1255

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 318, dated 25th September, 1883, of Fifty Shares Nos. 9311-9360 in this Company, standing in the name of MR. WEI A KWONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
Dated 13th November, 1915.
C. PEMBERTON,
Secretary.
[1277

GREEN ISLAND CEMENT CO., LIMITED.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 50 Shares in this Company in the name of MR. ARTHUR ROBERT DONNELLY or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 9518—50 Shares numbered 234577/234626 dated 21st February, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company the undersigned will then proceed to deal with such application for duplicate.
For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 14th December, 1915. [1276

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [723

INTIMATION

WATSON'S

E

OLD BROWN BRANDY.



THE

PEG O' MY HEART.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS,

HONGKONG.

'18

BIRTH.

WHITMARSH.—On December 14th, at Kowloon, to ALEC and OLIVE WHITMARSH, a daughter.

DEATH.

MUNRO.—On November 3rd, at a nursing home, Welbeck-street, W., GEORGE MUNRO, late Manager National Bank of China, aged 65 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 15TH, 1915.

DEVELOPMENT OF BRITISH TRADE.

THE lectures that Mr. AINSCOUGH has been giving in England as the fruit of his commercial mission in China have resulted in a renewed concentration of attention on the causes which have hampered British enterprise and have allowed German mercantile energies to find an increasing field in the Far East. The root cause is easily diagnosed as a general, innate conservatism, which makes the British trader everywhere slow to embark on new ideas and new methods. But reforms are not effected by means of sweeping generalizations, and when it comes to pointing out the particular causes of the comparative lack of success ninety-nine people out of a hundred will give the same answer—"The British merchant does not study the Chinese language." We are far from questioning the desirability, or even the necessity, of a thorough knowledge of Chinese, written as well as spoken, in commercial life. Now that the Press is a growing power in China, while newspaper advertising becomes more and more necessary, and valuable information as to markets and trade developments is sometimes to be gained from the columns of the veracular journal, an ability to read ordinary Chinese may be said to be almost indispensable, and yet we hear of the difficulties which juniors in commercial firms encounter when they are desirous of obtaining the least facilities for studying Chinese. Judging by recent correspondence in a Shanghai contemporary, instead of being encouraged in laudable intentions of this kind they find obstacles thrown in their way. This probably does not mean that the heads of the firm are averse from the younger members of their staff studying Chinese and wish positively to discourage them; the old idea that the study of Chinese might prove so fascinating that it might ruin a promising man of business by transforming him into an unpractical sinologue must have received its *quietus* long ago, but in place of it there is developing the impression that with the spread of the English language among the Chinese business classes and with the number of good English-speaking Chinese employés that are now available, the need for a knowledge of Chinese is growing less.

It cannot, however, be too often insisted upon that the essential to be aimed at is for the British man of business to put himself into a position in which he can, if occasion arises, be independent of Chinese intermediaries. This implies, of course, that the acquisition of the Chinese language is only a first step, and, so far from being the *panacea* for all the shortcomings of British commercial enterprise that it is sometimes represented, is really only a means to an end, that end being, briefly, a knowledge of every commercial incident in any way affecting a bale of goods right up to the time it passes into the hands of its ultimate consumer. Obviously it would be impossible for one man to collect the whole of this information for all the country, and the most that the keenest man could hope to do would be to keep track of all movements, fluctuations, and changes as they affect the lines in which he himself is interested. Fortunately, a great deal of the information necessary would be of a permanent character, and has, moreover, already been collected. Every business knows what are the main distributing centres for its goods, the routes by which these centres are reached, the problems of exchange that arise, the goods that may be procured in exchange, the course of seasonal fluctuations, and so on; while each of these main distributing centres would be able to collect similar particulars for the secondary *entrepôts*. Much of this information has been collected already, either from the standpoint of trade in general or with regard to the special conditions attaching to some particular trade, and if only the *data* in the hands of the various mercantile firms could be collated there would be a valuable basis for the development of British trade as a whole.

German trade methods in China have been so often discussed, and so much attention has been given to the means by which Germany has built up her commercial influence, that there has almost been engendered an impression that nothing is needed but to adopt the German system. It is, however, scarcely to be expected of any Briton that he would be content to acquiesce in such a proposition; it would be a confession of ineptitude if we had to acknowledge that after opening China to trade we had to learn from a late-comer in the commercial field how to do business here. We do not think that British commercial enterprise in the Far East is in so parlous a state as that. What is needed is a close co-operation between British merchants, a willingness to subordinate individual to national interests, a recognition of the fact that the national nature of the commercial campaign leaves no room for internecine competition and jealousy, and, as the outcome of all this, a general pooling of information. The establishment of the British Chamber of Commerce at Shanghai is an excellent first step, and furnishes a medium through which these purposes may in course of time be attained.

Mails for Europe *vid* Siberia close to-morrow at 9 a.m., 3 p.m. and at 5 p.m.

Only purely formal business was dealt with at the meeting of the Sanitary Board yesterday.

Competitions over the Fan Ling Golf course are advertised for Monday, December 27th.

The Chinese who assaulted the British ladies at Nanking a few months ago has been sentenced to a year's imprisonment, after a Mixed Court trial held in the Taoyin's Yamen.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of $80 from the Ginseng Dealers' Guild to the funds of the hospitals.

A telegram has been received from the Secretary of State for the Colonies stating that Mr. F. S. James, at present administrator of the Colony of Nigeria, will succeed Mr. R. J. Wilkinson as Colonial Secretary of the Straits Settlements.

Professor Danenberg and his pupils will give a concert in the Hall of the Union Church, Kennedy Road, this evening at 9 p.m. in aid of the new organ fund. Tickets price $1 each, may be had at the doors.

Among the passengers who left the Colony yesterday by the *Nippon Maru*, for Manila, were Sir Charles Eliot, and Mr. N. F. Blanch. Sir Charles is not expected to return to Hongkong until after Christmas.

A 4.1 German naval gun recovered from the *Emden* after she had been run ashore and destroyed at Cocos Island by H.M.A.S. *Sydney* has been added to the captured German guns now on view on the Horse Guards Parade, near the Admiralty Offices, in London.

His Majesty the King has granted to Captain the Hon. H. G. Brand, R.N., authority to wear the Insignia of the Second Class of the Order of the Rising Sun, conferred upon him by the Emperor of Japan in recognition of valuable services rendered in connection with the operations at Tsingtau.

Sir Charles C. Wakefield, the new Lord Major of London, is a much travelled man. He was in Japan during the Chinese war and again during the war with Russia. He is the author of a valuable work on "Future Trade in the Far East," in which he forcasted the Anglo-Japanese Alliance and the position which Japan would take shortly among the nations.

As will be seen on reference to our advertising columns, Messrs. Jardine, Matheson Co., Ltd. have issued an estimated Profit and Loss account for the nine months ending, 30th September, 1915, of the Luzon Sugar Refining Co., Ltd., of which they are general agents. The estimated gross profit is $128,393.72 After allowing $12,946.15, for interest, $8,698.14 for General Managers' Commission, and meeting other charges, an estimated nett profit remains of $95,246.96. From this the debit balance brought forward from last year amounting to $29,445.68 has to be deducted, leaving a credit balance of $65,801.28.

PIRATES.

It is "business as usual" with Chinese pirates. P.-c. Perkins, of the Taipo police launch, reports finding two men in an unlicensed junk in Chinese waters. The men said they belonged to the crew of another launch which had left Hongkong a day or so ago and was attacked by a junk containing five men, all armed with revolvers. The pirates forced them to leave their own junk and to get into their's. Then the pirates got into the Hongkong junk and sailed away in a westerly direction, with all the goods and chattels of the Hongkong junk people.

ARTILLERYMAN CHARGED WITH PETTY LARCENY.

DEFENDANT DISMISSED.

At the Magistracy yesterday Mr. F. A. Hazeland discharged Gunner Ralph Crawford, of the Royal Garrison Artillery, who was charged with the larceny of $10 in subsidiary coin from a cash-box at the Palace Hotel, Kowloon.

Defendant gave evidence on his own behalf. He stated that some time between 11 and 11.30 p.m. on the night in question he invited a friend, Gunner Dow, to go with him to the Palace Hotel for a game of billiards. The table was engaged, so they had two drinks. Just before midnight he asked the bar-boy for two bottles of beer; the latter refused to serve him and defendant than said he would see the Manager. He went to the saloon bar to find the Manager, but could not see him, and, on returning, the bar boy would not let him come in, and started shouting, saying something about $10. Then a policeman came, and asked witness to turn out his pockets. He did so and counted $10.32 in subsidiary coin. The barboy and the policeman both counted $10 and two cents. only. The policeman asked him what he was doing with so much small money, and he replied that the amount was what remained out of his pay. He denied saying to the constable on the way to the Station "You can square them."

Inspector Gordon asked defendant if it was not a fact that he visited a Chinese restaurant in Yaumati recently, had some wine and food, and ran off without paying?

Defendant—The bill was paid.

Further pressed, defendant said he was not certain who paid it.

Have you ever been drunk in Whitfield Barracks between the 27th and 4th, when you say you had all this money?—I have never been drunk in Whitfield Barracks.

Defendant called Gunners Dow, Corbin, and Matthews in support of his story. Evidence was also given by Second-Lieut. A. S. Davies, who said that defendant's character as a soldier was good, but that he spoilt it by drunkenness when on leave.

The Magistrate discharged defendant.

THE WAR.

BRITISH TRIALS IN BALKANS.

"DESPERATE FIGHTERS IN A CORNER."

GREATER ACTIVITY IN THE WEST.

GERMANY AND GREECE.

DELICACY OF NEUTRALITY.

HEALTH OF THE KING.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

BRITISH TRIALS IN BULGARIA.

DESPERATE FIGHTERS IN A CORNER.

LONDON, December 14th.

Reuter's special correspondent in Macedonia, in his first stirring story of the fight against enormous odds, telegraphs that here, as in France and Gallipoli, the British soldier has proved himself to be a desperate fighter in a corner.

There is only one motor road in this region. The rest of the ground, apart from goat tracks, is rough and hilly, and covered with thick scrub, making all movement difficult. Some idea of the difficulties of the position can be gained from the fact that it took a couple of hours to reach men who were only a mile away from the track. The bitter cold is also most trying to the men, who have been suddenly flung into a bleak wilderness fresh from the torrid heat of Gallipoli, and they are naturally exposed to cruel hardships. At least the snow and frost have disappeared, but these have been replaced by constant mists.

FIGHTING QUALITIES OF THE IRISH.

Yesterday week the Bulgarian pressure became stronger, and their forces were rapidly increased from two to four divisions, with a cavalry corps. These began to bear most heavily on the point of junction of the Franco-British lines, especially threatening the Strumnitza road, forming the main artery of our position. Their first onslaught was not pressed vigorously, and was easily repulsed, but with constantly increasing strength the enemy soon began to make things hot for our first line, opening a murderous artillery fire at close range. Exposed to this hot gruelling, which threatened a part of the flank owing to the French retirement, our position became untenable. Therefore, the men of the Irish division were withdrawn to the second line, which was prepared a long time in advance. In the course of these engagements the fighting was often hand-to-hand, but the Irishmen have proved themselves better men than the Bulgars, even with the latter's favourite weapon, the bayonet. They repeatedly drove off the enemy, who was heavily punished. The importance of our stand it is difficult to exaggerate, because had the Bulgarians succeeded in pushing through it would have cut off the retreat of the Anglo-French main body. The splendid tenacity of the Irish division defeated the enemy's hopes, and gave the Anglo-French command ample time to proceed with the withdrawal.

TERRIFIC BULGARIAN LOSSES.

ON THE BRITISH FRONT.

LONDON, December 14th.

The special correspondents at Salonika are unanimous that the Bulgarian losses on the British front are terrific, inasmuch as they attacked in German formation, in massed battalions.

[THROUGH REUTER'S AGENCY.]

SITUATION MUCH BETTER.

BULGARIANS AND GERMANS WILL BE EASILY HELD.

PARIS, December 14th.

A Salonika telegram says that the situation is much better.

General Mahon, who returned on the 11th from an inspection of the Anglo-French front, is of the opinion that the Franco-British troops, who are abundantly supplied with munitions and food, will easily hold the Bulgarians and Germans in check. The British forces are increasing, and it is hoped shortly that the French force will be considerably increased.

FORTIFICATION OF SALONIKA.

SALONIKA, December 14th.

General Sarrail has informed Greece that he will immediately begin the fortification of Salonika.

ANGLO-FRENCH RETIREMENT.

FIERCE REAR-GUARD ACTIONS.

SALONIKA, December 14th.

The Anglo-French retirement proceeds regularly and in perfect order. There are occasional rear-guard actions, one of which yesterday, between the French and the Bulgarians, was of a most fierce nature, the Bulgarians, as usual, losing heavily.

TROOPS FOR MESOPOTAMIA.

LONDON, December 14th.

In the House of Commons, Sir J. D. Rees asked a question regarding the statement that the troops going to Mesopotamia were stopped for political reasons.

Mr. Austen Chamberlain said he did not know what the statement referred to.

HELP FOR SERBIAN REFUGEES.

LONDON, December 14th.

In the House of Commons, Lord Robert Cecil said that the Allied Governments were collecting ample supplies for the Serbian refugees. There were great difficulties to surmount, but he believed that the numbers of the refugees were less than was at first supposed.

WITH THE FRENCH.

RETIREMENT CONTINUES.

PARIS, December 14th.

After repulsing Bulgarian attacks all Saturday, the French troops on Saturday night and Sunday morning continued their retirement without fighting. The movements, notwithstanding the difficulties of the ground, were effected in accordance with the decisions of the Commander, and all the material was saved. We occupied on Sunday the line from Chevgheli to Kilindir.

GREEK TROOPS WITHDRAWN.

SALONIKA, December 14th.

As a result of the agreement between the Greek and Allied staffs, the Greek troops have withdrawn, giving the Allies freedom of movement in the Salonika-Doiran zone. The Allied military authorities to-day took over a portion of the Salonika Customs House.

[THROUGH REUTER'S AGENCY.]

GERMANY AND GREECE.

QUESTION REGARDING NEUTRALITY.

ATHENS, December 14th.

It is unofficially announced that the German Government has asked Greece whether the new facilities afforded the Allies compromise Greek neutrality. The position is extremely delicate, though there is reason to believe that the Germans do not desire to bring matters to a head, recognising Greece's exceptional circumstances.

SIGNIFICANT GREEK MOVEMENTS.

CONFERENCES CONTINUE.

SALONIKA, December 14th.

Conferences between the Greek and Allied staffs continue.

It has been reiterated that the Greeks will retire if the Bulgarians cross the frontier, but reports from the point where the Bulgarians are threatening to violate Greek territory show that the Greeks are moving up with the evident object of disputing passage.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY POSITIONS BOMBARDED.

LONDON, December 14th.

An official despatch from Headquarters in France last night stated.—Last night we blew up a mine on the Givenchy front, and occupied the crater. To-day there was considerable activity at several points. We bombarded enemy positions east of Ypres and in the neighbourhood of Frelinghien, and shelled with heavy howitzers an enemy mine-shaft north of the La Bassee Canal. There has been some fighting in the neighbourhood of the Somme, with trench mortars, rifles and grenades. The weather is bright but cold.

ARTILLERY ACTIONS.

PARIS, December 14th. 1.49 a.m.

A *communiqué* states:—There have been sharp artillery actions in Artois, north of the Aisne and in Champagne. We destroyed a German work south-west of Beaurain, and seriously damaged a blockhouse north of St. Mihiel, also the only bridge at St. Mihiel.

MINOR FRENCH SUCCESS.

PARIS, December 14th. 5 p.m.

A *communiqué* states.—There has been only a minor French success in Champagne.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

SHARP CANNONADE AT DARDANELLES.

PARIS, December 14th.

There was a sharp cannonade at the Dardanelles on Saturday and Sunday, and an explosion of two mines on Sunday badly damaged Turkish defences. Our heavy guns subsequently severely punished the reserves which were brought up, and the defences.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE WARFARE.

BRITISH STEAMER SUNK.

LONDON, December 14th.

The British steamer *Pinegrove* has been sunk.

Twenty-two of the crew were saved.

AMERICA'S NAVY.

SUBSTANTIAL FIVE YEARS' PROGRAMME.

WASHINGTON, December 14th.

In his annual Naval Report, Mr. Daniels says that the five years' programme will cost £100,000,000 sterling. He suggests two Dreadnoughts yearly, one battle cruiser, two scouts, ten destroyers and eighteen submarine. Thus, in 1921 the United States will have twenty-seven battleships, six battle cruisers and twenty-five second line battleships, besides ten armoured cruisers etc.

GENERAL.

[THROUGH REUTER'S AGENCY.]

WAR FINANCE.

FOREIGN SECURITIES TO BE PLACED AT DISPOSAL OF TREASURY.

LONDON, December 14th.

In the House of Commons, Mr. R. McKenna, on the second reading of the Bill enabling foreign securities, especially American, to be placed at the disposal of the Treasury, said that the mobilisation of these securities would enable us to restore the balance of trade, to meet our liabilities in the United States and improve the condition of exchange. The Government would purchase American and Canadian securities at current New York middle prices, with five year five per cent. Exchequer bonds issued at par. It was estimated that the total of these securities varied from 800,000,000 to 400,000,000, and he did not doubt but what they would be sufficient for our requirements.

HEALTH OF THE KING.

RESUMING WORK WITH CERTAIN LIMITATIONS.

LONDON, December 14th.

The King's doctor has issued the following bulletin.—The King has sufficiently recovered to resume work with certain limitations. His Majesty has lost serious lly in weight, and until normal health is attained, it will be essential for him to avoid fatigue. It has been necessary, on medical grounds, for the King to take a little stimulant daily during his convalescence, but as soon as his health is quite restored His Majesty will resume total abstinence, which he imposed upon himself for public reasons.

BELGIAN POWDER FACTORY BLOWN UP.

OVER HUNDRED KILLED.

HAVRE, December 11th.

(DELAYED IN TRANSMISSION.)

There was a terrible explosion this morning at the Government's powder works in the Graville suburb, while work was in full swing. Besides the factory buildings, the huiments adjacent for the men were also destroyed. Up to the present it has been ascertained that 110 men have been killed, of whom 107 are Belgians. The injured are roughly estimated at 1,000, many being only slightly injured.

RECRUITING BOOM.

100,000 IN THREE DAYS.

LONDON, December 14th.

Although official figures are not forthcoming, the recruits from London for the last half of the week are estimated at 100,000, of whom 50,000 were enrolled on Saturday.

Lord Derby has sent a message to the Press warmly appreciating the newspapers' efforts.

PREMATURE PEACE DISASTROUS AS WAR.

The Labour Leader, Mr. Hodge, M.P., at Birmingham, said that a premature and inconclusive peace would be as disastrous as war itself. It would be better to have compulsory military service than to endanger our liberty.

LORD DERBY'S SCHEME AN UNQUALIFIED SUCCESS.

LONDON, December 14th.

The recruiting authorities this afternoon declare that Lord Derby's scheme is beyond all question an unqualified success. They are now devoting their energies to direct enlistment.

MR. ASQUITH TO MAKE STATEMENT.

In the House of Commons, Mr. Asquith said he hoped to make a statement on the the results of Lord Derby's recruiting scheme on Thursday.

AUSTRIA'S NEED OF MEN.

ZURICH, December 14th.

The Austrian 1917 class has been called up, and the Landsturm have also been called up for service.

CONFIDENCE IN ITALIAN GOVERNMENT.

ROME, December 14th.

The Chamber, on the financial provisions, passed a vote of confidence in the Government by 391 votes to 40.

[THROUGH REUTER'S AGENCY.]

THE CENSORSHIP.

SUSPENSION IN FOREIGN MATTERS.

LONDON, December 14th.

The Press Bureau announces the suspension of the censorship in matters relating to foreign affairs, but the directors of news agencies and newspapers will be responsible for this.

LONDON ANTI-AIRCRAFT CORPS.

LONDON, December 14th.

In the House of Commons Mr. H. J. Tennant said that the London Anti-aircraft Corps had been transferred to the control of the War Office. Sir Percy Scott was no longer in charge.

PLOT TO ASSASSINATE PERSIAN MINISTER.

TEHERAN, December 14th.

A plot to assassinate the Persian Minister of the Interior has been discovered and some arrests have been made. The plot was instigated by pro-German refugees at Kum.

FIGHTING IN PERSIA.

TEHERAN, December 13th.

The Russians defeated the Persian rebels at Aveh, and they are now nearing Hamadan.

BRITISH MINISTERS.

GIVEN CORDIAL SEND OFF AT PARIS.

PARIS, December 14th.

Lord Kitchener and Sir Edward Grey have left.

They were given a most cordial farewell by M. Briand and M. Gallieni, and by the large crowds which were present.

CHINA FAVOURS A MONARCHY.

PEKING, December 14th.

The Legislative Council, after the final examination of the votes of the representatives of the citizens, have found that all the 1,993 votes favour a Constitutional Monarchy with Yuan Shih-kai as the first Emperor.

The form of Government will not be changed till next year.

[FROM OUR OWN CORRESPONDENT.]

PEKING, December 14th.

The Ministers of State and Councillors offered their congratulations yesterday morning.

A National holiday will be proclaimed, and a lantern procession is being arranged.

The Vice-President tenders his resignation.

The expenditure of the Imperial household is expected to be $300,000,000.

KUALA LUMPUR RUBBER CO.'S REPORT.

The report of the Kuala Lumpur Rubber Co., Ltd., states that the profit for the year to June 30th amounts to £64,298, to which has to be added the balance brought forward, £11,669, making a total at credit of profit and loss account of £75,968. Of this amount £26,250 was absorbed by the interim dividend of 12½ per cent. paid in May, leaving an available balance of £49,718. The directors recommend that out of this balance a final dividend of 17½ per cent. be paid, without deduction of income tax, making 30 per cent. for the year. This will amount to £36,750, leaving £12,968 to be carried forward.

The yield of rubber during the year amounted to 1,286,673lbs. (market weight), as against an estimate of 1,400,000 lbs. The shortage is attributable in part to the adoption of a more conservative system of tapping; it is also to some extent the immediate effect of the thinning-out of trees. The growth of the trees and the condition of the estate continue to be satisfactory.

The yield of rubber for the year to June 30th, 1916, is estimated to reach 1,575,000 lbs. (market weight).

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 11th December is as follows:—

	Receipts for week.	Aggregate receipts for 51 weeks
This year	$10,745	$551,380
Last year	9,821	557,715
Increase.....	924	—
Decrease	—	6,755

Germany has offered the United States £1,000 per head for the 125 Americans who perished in the *Lusitania*. It is said that America has rejected the offer as Germany refused to disavow the authors of the crime.

WAR NEWS.

"THE LAST OUNCE WINS."

Viscount Murray of Elibank, in an interview with the *New York Times* concerning the remarkable harnessing of Britain's engineering resources, states that over a million men and women are indomitably labouring to turn out a continually increasing quantity of guns and shells, and other munitions. The women's enthusiasm is unbounded, and the men are working 60 and 70, and even in special cases 100, hours a week. "Everyone," his lordship adds, "is conscious that the last ounce wins, and Germany will find herself overwhelmed by her own special weapons."

SERBIAN HORRORS.

A Paris official wireless message says the Serbian refugees, who have reached Salonika, supply the most terrible details of atrocities committed by the Bulgar soldiery, which surpass the worst horrors of the war of 1913. All Serbians captured have been massacred, regardless of sex or age, with the utmost refinement of torture. There were unnameable cruelties at Nish, where hundreds of women and children were burnt alive in churches, where they had sought refuge. Not a house was left standing in Macedonia, after the Bulgars had passed.

So ghastly were the Bulgarians' atrocities at Pirot that the Austro-Germans intervened and policed Nish to save the innocent population.

BRITISH SUBMARINE OFFICER'S ESCAPE

HOW DANISH GUARDS WERE OUTWITTED.

The Admiralty state that Lieutenant-Commander Layton, of the British submarine *E13*, which ran aground in the sound at the entrance to the Baltic some weeks ago, escaped from the Danish barracks, in which he had been interned under strict guard. He was not on parole.

The *Politiken* (Copenhagen) states that Lieut.-Commander Layton told the barracks commandant that his promise not to escape only applied to when he was outside the barracks. The guard was, therefore, ordered to keep a strict watch. Lieut.-Commander Layton retired to bed at 9.30, saying he was taking a sleeping draught on account of a chill.

He apparently escaped through a window and got away with the help of a friendly boat. He left a dummy in his bed with a sponge for the head.

Two other officers attempted to escape at the same time, but were caught climbing a wall.

FORCE OF 750,000 REQUIRED IN BALKANS.

The *Observer* states that King Constantine is virtually governing by *coup d'etat*. He may, the paper says, have forgotten that Britain, France, and Russia rendered such services and favours to Greece as no other nation had received. The protecting Powers later had had an awakening, and the guarantors were compelled to ask in their turn for unmistakable and unbreakable guarantees.

As to Roumania the *Observer* says that her present policy is untouched by sentiment, and entirely determined by calculation. A strong pro-German minority in Bucharest is pressing the case more vigorously than ever. "We must now," the *Observer* concludes, "use every inducement in Bucharest. The only inducement capable of turning the scale will be a definite undertaking that Britain, France, and Russia jointly shall employ at least three-quarters of a million men in the Balkans at no distant date."

SINKING OF FRENCH TRANSPORT.

INCREDIBLE INHUMANITY.

An officer of the steamer *Lady Plymouth* tells the story of the French transport *Calvados*, which was sunk by a submarine in the Mediterranean. He states that they picked up a boat containing 46 men. A short distance away was some floating wreckage, to which men were hanging for dear life. It was wonderful how they managed to hang on so long. They were French soldiers, who had been in the trenches for 15 months, and who were going for a rest.

French officers stated that they saw three soldiers, after losing their hold on a raft, swim to a submarine, which they clung to, hoping to be taken aboard. The submarine's officer, wearing gold laces kicked the men's hands. Their comrades were obliged to look on helpless while the men drowned. Some of the rescued were terribly cut and bruised, and were wonderfully grateful to the rescuers, kissing them repeatedly.

The *Lady Plymouth* saved 53 out of 800 who were on board the *Calvados*. There are no tidings of the remainder.

PRO-RUSSIANS IN BULGARIA.

DRAMATIC EVENT AT VARNA.

A message from Constanza states that when a Russian fleet of one battleship and other lighter units bombarded the port and city of Varna recently, the appearance of the Russians caused considerable excitement among the garrison of Varna. Two regiments at the height of the bombardment became restive and began to manifest sympathy with the attacking fleet. Despite threats of punishment, the men took off their caps and shouted "Long live Russia."

Amazed at this demonstration, the commander, in fear lest the men should refuse to fight in the event of a Russian landing, had these pro-Russian regiments removed from Varna.

A strong force of Turks was expected to reinforce the Bulgarian coast army, but owing to the violent antipathy that has been displayed by the Bulgarian soldiers towards the Turkish officers already at Varna, the Bulgarian general refused to permit the co-operation of the Turks, as he feared an armed conflict.

Gilbert Palmer & Co.
The China Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[84

Poor Health
cannot be overcome by building up every part of the body. 30 years' trials prove that for the strengthening of muscles, nerves and brain — for enriching the blood and restoring health and strength — no remedy — whether for man, woman or child — can equal genuine
SCOTT'S Emulsion
SOLD BY ALL CHEMISTS. [1127-6

Over 30 years ago the late Lord Beaconsfield testified to the benefits he received from HIMROD'S CURE, and every post brings similar letters to-day.
HIMROD'S CURE for ASTHMA
FAMED FOR 40 YEARS.
Sold in tins by all Chemists and Stores throughout the Country.
Beware of Imitations.
81-1

APIOLINE
(CHAPOTEAUT)
LADIES SAFE REMEDY
for functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Parsley, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &C.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 8/-.
SEND STAMP ADDRESS ENVELOPE TO
FREE BOOK TO DR. LE CLERC MED. CO.
RIVERSTOCK RD., HAMPSTEAD, LONDON.
THE NEW DRAGEE TASTELESS FORM OF
THERAPION
A CURE FOR YOU
SAFE AND EASY TO TAKE
LASTING CURE.
SEE THAT TRADE MARKED WORD "THERAPION" IS ON BIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION.

WEATHER REPORT.

On the 14th at 10.20 a.m.—The Japanese depression has passed into the Pacific.

The Manchurian depression has deepened considerably and moved eastwar . It is now central near Hakodate.

An anti-cyclone has formed over N. China.

The pressure gradient between China and N. Japan is very steep.

Pressure remains low over the Philippines.

Strong monsoon may be expected along the east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast
Hongkong & Neighbourhood	N. winds, fresh fine.
Formosa Channel	N.E gale.
South Coast of China between Hongkong and Lamocks.	The same as No. 1
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

14TH DECEMBER A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock...	7 a.	—	—	—	—	—	—
Nemuro	6 a.	29.26	—	—	ESE	6	—
Hakodate	"	29.06	—	—	W	7	—
Tokio	"	29.43	—	—	N	1	—
Kooti	"	29.72	—	—	SW	1	—
Nagasaki	"	29.93	—	—	NW	2	—
Kagoshima	"	29.86	—	—	NW	2	—
Oshima	"	29.91	—	—	NNE	6	—
Naha	"	29.95	—	—	N	6	—
Ishi"jima	"	29.99	—	—	N	4	—
Bonin Is.	"	29.69	—	—	SSW	4	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.16	38	54	NNW	7	c
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.31	35	75	NW	2	b
Gutsalaff	"	30.21	44	—	N	5	c
Sharp Peak	"	30.09	55	98	N	1	b
Amoy	9 a.	30.09	60	76	ENE	1	b
Swatow	6 a.	30.01	61	82	N	1	c
Taihoku	5 a.	30.03	59	73	NE	2	c
Taichu	"	29.95	59	—	N	3	c
Tainan	"	29.91	65		N	3	c
Koahun	"	29.88	68	—	ENE	6	r
Pescadores	"	29.95	64		NNE	8	b
Canton	6 a.	30.11	52	66	N	2	b
Hongkong	"	30.03	61	66	NNE	4	b
Gap Rock	"	—	—	—	—	—	—
Macao	"	30.02	59	68	N	2	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	30.07	63	70	NNW	2	bf
Tourane	"	29.95	66	—	NNW	5	c
Cape St. James	"	29.8 s	72	—	W	2	r
Aparri	"	—	—	—	—	—	—
Dagupan	"	29.72	77	82	-	0	c
Manila	"	29.75	75	96	—	0	c
Legaspi	"	29.75	75	96	—	0	c
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.75	76	86	SW	1	c
Surigao	"	—	—	—	—	—	—
Labuan	"	29.77	78	91	SW	2	b

RADIO-TELEGRAMS.

* *Suwa Maru* ... " 29.83 — — ENE 5 c

* 1st. 16.50 N. Long. 113.30 E.

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew (wet)

7 RAIN in inches, t tenths and hundredths.

HONGKONG TIDE TABLE.

From 15th to 21st December.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	15	m 4 20	5 4	m 10 25	2 8
		5 22 s	5 8	11 48 s	3 5
Wed.	16	m 5 40	5 0	m 11 8	3 1
		5 54 s	6 2	0 51 s	2 8
Thurs.	17	m 6 53	4 7	m 11 44	3 3
		6 24 s	6 6		
Fri.	18	m 7 52	4 5	m 1 39	2 3
		6 53 s	7 0	0 18 s	3 5
Satur.	19	m 9 0	4 4	m 2 22	1 8
		7 22 s	7 3	0 51 s	3 6
Sun.	20	m 9 45	4 3	m 3 2	1 5
		7 51 s	7 6	1 25 s	3 7
Mon.	21	m 10 38	4 3	m 3 40	1 2
		8 21 s	7 8	1 53 s	3 8

BRITISH PRISONERS IN GERMANY.

REGARDED AS CRIMINALS AT WITTENBERG.

The Official Press Bureau publishes the reports of Mr. Osborne, of the American Embassy, on the Wittenberg camp, where 400 Englishmen, including 34 civilians, are imprisoned. Clothing, he says, is the chief source of trouble. There are no overcoats. A watchman took a large, fierce dog inside the barracks, and it attacked several prisoners, tearing their clothes. A soldier in a bathhouse struck with his closed fist several prisoners, including one with a crippled right arm, for dressing slowly.

Mr. Osborne says the impression of the authorities at Wittenberg is utterly unlike that formed of every other camp visited. Instead of regarding their charges as honourable prisoners of war, they appeared to be regarded as criminals for whom the *régime* of fear alone would suffice to keep obedient. All evidence of kindly human feeling between the authorities and the prisoners is lacking.

"I have found," he continues, "in no other camp a fear that what the prisoners might say would result in suffering afterwards."

Sir Edward Grey, in acknowledging the reports, says the incidents of the dog and the striking of the crippled prisoner cannot be passed over in silence. They are a disgrace to the officers and men supervising the prisoners, and are calculated to bring their army into contempt.

A general who later periodically visited Wittenberg reported that the conditions had improved greatly in the last few months, but the prisoners said that last year, when the spotted typhus epidemic was raging, the conditions were indescribably bad. Fifty British soldiers and nine civilians died. My impression of the camp, as a whole, he says, is distinctly unfavourable. The entire atmosphere is depressing, and the attitude taken towards the British prisoners seems to be based on suspicion.

INTERNED GERMANS IN ENGLAND.

A NEUTRAL VISITOR'S REPORT.

Mr. John C. Van der Veer, London editor of the Amsterdam *Telegraaf* was recently allowed to visit the civilian prisoners of war camp at Islington, London, with two American journalists. The building there, which was formerly the St Mary Institution for the Poor, is described by Mr. Van der Veer in a telegram to his newspaper as palatial, with lofty rooms, pleasant gardens, and play courts. The visitors were received by the commandant of the camp and the former master of the institution. Mr. Van der Veer was particularly struck by the tact of the commandant, who governs the camp in a most humane and liberal spirit, without any military guard, half a dozen policemen guarding the entrance.

Inside the buildings and in the grounds 720 prisoners roam about freely. They are men of various social positions, rich and poor, and with few exceptions all of military age. There are among them traders, hotel managers, waiters, commercial agents, shopkeepers, tailors, barbers, and craftsmen. They themselves manage the internal affairs of the camp, which is divided into various sections, each with its own captain. The prisoners in turn do all the work of the camp, but there are 160 non-workers, who pay 2s. 6d. per week, including 6d. for washing. All washing, cooking, and cleaning is done by the prisoners, who earn from 2s. 6d. to 4s. per week. Some barbers keep shop, where the well-to-do prisoners pay in the morning 4d. for hair-cutting and 2d. for shaving. The others are afternoon customers and pay half prices. The camp has a relief fund, to which all receipts are devoted, after paying the workers.

A LIBERAL AND HUMANE SPIRIT.

The kitchen is under the management of a former London chef, who declared that the food was wholesome and plentiful. The prisoners have four meals a day, each receiving ½lb. of freshly-baked bread, ½lb. meat (Friday 10oz. fish), and vegetables, butter, coffee, tea. The well-to-do can order special dishes *à la carte*. They can have separate bedrooms at an extra charge.

Prisoners are allowed to receive weekly visits from their wives, children, or other relatives. They play tennis, croquet, skittles, and chess, and organise concerts and theatrical performances. They are allowed to buy all the British newspapers, except the illustrated ones. Mr. Van der Veer found the whole camp excellently arranged, managed in a liberal and humane spirit, which the prisoners appeared to appreciate. The two cells are only used as show rooms for carved work. Harshness was entirely absent. Considering the circumstances, the Germans in the camp could not be better treated.

A special feature of this camp is that some prisoners are allowed to attend to their business on certain days. They can even draw cheques and receive business representatives. This part of the camp is now managed by Mr. W. A. Jowitt, barrister-at-law, who gives his services two or three times weekly and legal advice free.

IDLE BRITISH CAVALRY.

IMPATIENT HORSEMEN.

Mr. H. S. Gullett, official Australian correspondent at British headquarters in France, writes as follows:—

As a great leader of cavalry, Sir John French must sometimes sigh for a return to old-fashioned warfare. For nearly a year the mounted forces have been vainly chafing for an opportunity for action. Officers and men, not excepting the Life Guards, have at times been unhorsed and put into the trenches, and the horses have been eating their heads off and fretting and perishing behind the trenches. Nothing could be more dispiriting to the cavalryman than to see the long lines of animals, many of them our own good walers, standing idly in their camps. For them the war is an affair of heel-ropes. Perhaps the winter is their easiest season, for then most of them are found stables of sorts, but in the so-called summer of Flanders and Northern France they suffer severely from wet and cold.

It must be confessed that the outlook is not bright for cavalry. The successive lines of trenches, each one sufficient to hold up a cavalry force for hours even if the enemy were out of the way, and the mazes of barbed wire seem to offer decisive obstacles to the rapidity of movement which is the value of cavalry; while the employment of devilish maiming devices, such as small triangles of iron spikes, which can be quickly scattered broadcast over threatened areas, and which have already been used by the Germans, adds to the horseman's discomfiture.

But if the cavalry did nothing more during the war it would have amply justified its champions in recent years. In the retreat from Mons the British army was in a large measure saved from annihilation by the gallant rearguard of men who day after day rode and fought as cavalry never fought before, until their horses often dropped from sheer exhaustion. It was after those terrible days that a competent army authority placed the average life of the horse in this war at less than three weeks, although the cavalry charger seems to-day to be threatened with nothing worse than death at a good old age upon a foreign soil. Happily our men discovered in the first wild bout with the enemy that, although many times outnumbered, they had the Uhlans' measure. The German demonstrated in those days that he is no horseman. On nearly every occasion he refused man-to-man combat, and galloped away in the hope of drawing our riders under the guns of Von Kluck's vast onrolling army. Even when cornered he refused to come at it knee with sword or lance in the old English way; but would spring from the saddle and seek to fight on foot. He used his horse merely as a means of fast transport, and not as an agent of shock. With his great superiority in numbers and his excellent horses, it is quite possible that had he charged in the mass he might have pierced and demolished our valiant screen and so altered the whole story of the war.

The cavalry came into this war armed with the efficient short rifle, in place of the discredited old carbine, and the men proved themselves excellent shots, both from the saddle and on foot, while later, in the trenches, especially at the first fierce battle of Ypres, their shooting and fighting generally could scarcely have been excelled by any infantry. But on the way down from Mons it was at the old hand to hand combat that they scored most heavily. The wily Uhlan, sniffing danger, never gave fight in large bodies, but there were hundreds of scrimmages between small parties. A few worn, hungry British riders, on jaded horses, in hiding off a village street, or in a farmyard by the road; the approach of Uhlans; a shout as the spur went home and high-bred horses responded gamely; a scuffle, a break, and a gallop, with the fighting all on one side along the white roads of France. And all the time our army, battered but still safe and full of an offensive spirit, hurried south towards the Marne and victory.

THE GERMAN WAY.

The Germans in this war followed the same tactics with their cavalry as in 1870, and with similar but less successful results. Immediately war was declared, and possibly before, they began to throw out innumerable Uhlan patrols, which spread rapidly over Belgium and Northern France. These mounted forces were never strong, but they penetrated into every accessible corner. So long as they met with no stout resistance they pushed on quickly, destroying enemy communications and feeding on the country as they travelled. Behind them came larger Uhlan forces, increasing in strength as they extended back to the main army of infantry and artillery. The advanced scouts never willingly accepted a challenge to fight, but galloped back to their supports. If cornered, they smiled and surrendered, the principle being that their army would draw useful conclusions from their failure to return. (Germany has grown more careful about her losses in every way as the war has advanced.) In this way the Uhlan acted at once as a scout, and, of much more importance, as a screen to the main armies. Hundreds of thousands of these patrols were upon French and Belgian soil a few days after war was begun. In the campaign of 1870 the success of the scheme was complete, because the Uhlan was able to cut off telegraphic communication and to shroud in mystery the movements of their great and swiftly advancing armies. In the present war their success was hampered by the use of wireless and aeroplanes and by the heroic fighting of the Belgians.

The iron coinage, which is to replace nickel, and which should have been put into circulation in Germany before now was withdrawn owing to the discovery of rust. The coins are now to be treated by another process by which it is hoped that rust will be absolutely prevented. The circulation has therefore been delayed.

DARDANELLES CAMPAIGN.

MR. ASHMEAD-BARTLETT'S VIEWS.

"ALLIES CANNOT ADVANCE ANY FURTHER."

There were 2,500 people present in the Queen's Hall to hear Mr. Ashmead Bartlett's lecture on the Dardanelles. He emphasised the necessity for saying nothing which would be helpful to the enemy. Whatever criticism we indulge in regarding after-events, we must admit, he declared, that the scheme was a great conception. The importance of opening a passage for Russia's Black Sea ports was obvious to everyone. Unfortunately, Britain had entered into the expedition without real knowledge of the Turkish strength. Turkey was thought to be on her last legs, and it was believed the sick man of Europe was sicker than ever.

They were also led astray by reports of great Russian victories in the Caucasus. Though Russia smashed the Turkish defence, she was not able to follow up victory. Mr. Ashmead Bartlett estimated that at least 800,000 Turks were under arms, and this was a big number for Britain to tackle, in view of commitments elsewhere. He proceeded to detail the Australian landing at Gallipoli with the help of large maps.

NAVAL OPERATIONS.

Referring to the naval operations, he said it was quite possible to justify the use of a large surplus Pre-Dreadnought fleet in an attempt to force the Dardanelles. Unfortunately there was little co-ordination between the military and naval operations—not only at the Dardanelles, but throughout the war. After the outer forts had been demolished on February 25th the graver problem of the Narrows arose. Here direct naval gunfire was of little use against guns behind earthworks. Nevertheless, the 14in. Krupps and the coast batteries would not have stopped the fleet, but the narrowness of the passage, which was 1,400 yards wide, with three lines of mines in the West Narrows, made the task impossible, despite the heroism of the trawlers and minesweepers. The attack which followed a council of war on March 18th was the most remarkable sea fight since Trafalgar.

After the naval battle Mr. Ashmead Bartlett dined with several visitors at the Turkish Embassy in Rome. The officials showed him reports from Constantinople, showing that the Turks were extremely frightened by the fearful noise of the bombardment, but firmly believed that Divine Providence was protecting them since practically no damage was done. Twenty-eight were killed, 40 wounded, and two guns were destroyed. Mr. Bartlett told Admiral De Robeck this. The Admiral said: "I am surprised. I thought we had only destroyed one gun."

FORCE TOO SMALL.

Mr. Bartlett expressed the opinion that after the Turks had been given warning on February 19th we undertook the landing with far too small a force, which consisted of the 29th Division, Naval Division, an Australian Division, and two-thirds of a division of mixed Australians and New Zealanders. With these we started a desperate attack on the whole Turkish Empire. The whole history of the world contained no more remarkable episode than the way we got ashore. We held our own the first day. We had the most gallant troops, but lacked preliminary and other organisation which the other nations considered essential. The landing enabled a magnificent body of Australians to write one of the greatest pages in history.

He had never seen such determination in any body of men. The Australians and New Zealanders were delighted to be entrusted with such a colossal task. After the initial success we pressed inland, but at the end of the day we heard that things were not going well and the Australians were likely to be driven back to the beach. The crisis was referred to Sir Ian Hamilton. No more difficult problem was ever placed before a commander, but Sir Ian boldly put his foot down and told the Australians to hold on. (Great cheers.) The Australians resisted every attack during the night, and were finally able to thoroughly establish themselves. (Renewed cheers.)

ANZAC LANDING UNWISE.

It was a popular query why the Allies had not persevered in the attack on the Asiatic side. The fact was we had hardly enough troops to hold Cape Helles. It was essential to bring back the French, who extended our lines. Another possibility was a landing at Bulair, but though a naval demonstration revealed that there were no Turks, we landed no troops. Cape Helles was selected because the landing was easily covered by the fire of the battleships.

Mr. Bartlett considered that the landing at Anzac was unwise, as our hands were full at Cape Helles withstanding Turkish counter-attacks. If the Australians had been put ashore at Cape Helles, there would have been enough men to capture Achi Baba. This would not have been decisive, but it would have been useful in view of future operations.

The task of the Australians was to push on to Maidos, capturing the Narrows, but the scheme failed. A new situation arose after the failure in May, and attacks on a new plan should have been introduced at this juncture. It was quite evident that the Turks were not feeble, and were not going to surrender the Dardanelles. English divisions continued to arrive, and were used in various local attacks to little purpose. False optimism prevailed at this time everywhere. People seemed to think it was an accident that the Turks had held out so long. In reality they were becoming more skilful and more tenacious daily. The positions at Achi Baba and Anzac were stronger than those at Plevna.

SEVERE HANDICAP.

The operations at Gallipoli were severely handicapped by the difficulty of getting concentrated artillery fire upon the trenches. The commanders in France knew the country. The commanders in Gallipoli did not. The British Cabinet in July decided to send out reinforcements to secure decisive results. It would have been far better to have used the troops to force Bulgaria to join our side. The Bulgars could have got astride Bulair. With our attacks along the coast, and submarines in the Sea of Marmora, we could easily have cut off the Turks at Gallipoli. The Bulgarians were sympathetic with Russia, and to the last did not desire to fight against the Allies. The diplomatic situation wanted proper stage management. Diplomatists needed plenty of money to spend, and as this was lacking, Serbia was sacrificed.

"LET US DOWN BADLY."

The diplomatists had let us down badly in the Near East. In view of Bulgaria's indecision, our best course would have been to land north of Bulair. The difficulty was the length of communications, which was 30 miles, if Enos had been chosen as the base. If we landed at Bulair alone, the sea communication would be equally lengthy, though the navy undertook to land troops anywhere. Even if the attacks at Anzac succeeded, Mr. Bartlett was convinced it would not mean getting to Constantinople, as the Turks had fortified the channel beyond the Narrows, and entrance to the Sea of Marmora. Even if a large part of the navy reached Constantinople it was doubtful if the Turks would surrender. He had never wavered in his opinion that the attacks were attempted with not the smallest chance of success.

No regulars were landed at Suvla trained to fight in any climate. The attackers deserve all honour and consideration, but they were untrained in the old-fashioned skirmishing warfare which is required at Gallipoli. The men were trained in modern trench warfare, and when unable to see officers and required to work individually they failed in their objective of capturing the Anafarta heights. The English nation was one of the thirstiest in the world. It was impossible to supply the Suvla troops with water, particularly as Turkish corpses were found in the wells.

FAR TOO DIFFICULT.

The whole operation as Suvla was far too difficult in the face of modern rifle fire. The Australians and New Zealanders at Anzac put up a remarkable fight. It was a great tragedy, but their efforts did not succeed. They hoped, if they took the position, to get to Constantinople, but it was useless to hide the fact it was a very bad reverse. When the Bulgarian attaches found we had failed they reported that they though the other side would win. Now that the Bulgarians and the Turks had joined up, and the Austro-Germans were coming south, it was too much to hope we would ever reach Constantinople. What our submarines had achieved in the Sea of Marmora was so marvellous when the complete tale was told that it would almost atone for other mistakes on the Peninsula. "I don't think we can advance any further in the Dardanelles."

GOING THE WRONG WAY.

The pledge to help Serbia was made with all honourable intentions, and it was deplorable that we were unable to redeem it. Serbia must go under, or make terms. It was useless for the Allies to pour troops into Salonika. The difficulties were enormous in a mountainous country, with the railways cut, and no roads. It was equally impossible to attack Bulgaria. Only three or four weeks remained in which the campaign was possible. Our mistake was in not going to Macedonia long ago, and occupying the Vardar line, which was one of the best defensive positions in the world. "I am not pessimistic," he concluded. "We are bound to win the war, but we are going the wrong way. Our enemies are now able to send men to any part of the Near East in three or four days. We take three or four weeks. The troops arrive in the worst condition. When we direct our forces in the right channel the real end will begin."

WAR NEWS.

SINKING OF A BRITISH HOSPITAL SHIP.

The captain of the *Anglia*, at the inquest upon the victims, stated that the explosion took place three miles off shore. It blew the bridge to smithereens. He was blown on to the lower deck, and then ran to the wireless room and met the operator emerging. He had blood on his face. He stated that the instrument had burst to pieces. Only the boats on the port side were available. He went to stop the engines racing, and found that the gear had been destroyed. There were many cot cases on board. Some of the men being minus arms, legs, or feet, were unable to help themselves.

GALLIPOLI CAMPAIGN PROBLEM.

LORD RIBBLESDALE'S "BLAZING" INDISCRETION.

The *Manchester Guardian* doubts whether the Government will decide in favour of the evacuation of the Dardanelles. Possibly some portions or positions may be abandoned, but it does not believe we will voluntarily release our entire hold on the Peninsula.

The newspapers protest against Lord Ribblesdale's blazing indiscretion in mentioning Major-General Monro's report on the Dardanelles, which is the worse as he is married to Mr. Asquith's sister, and at one time he was Chief Liberal whip. Lord Ribblesdale lost his only son at Gallipoli.

The *Evening Standard* says the extent to which Lord Ribblesdale is helping our enemies cannot at present be estimated.

The *Morning Post* says that disclosures of this sort will seriously affect the safety of the armies.

Mr. J. H. Thomas, Labour member for Derby, speaking at Lewisham, contrasted what he described as Lord Ribblesdale's frankly treasonable speech with Lord Fisher's dignified utterance, as affording a most striking illustration of the conception the two men had of their national duty.

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BRITAIN'S AERIAL FLEET.

HUNDREDS OF FAST MACHINES READY FOR BATTLE.

GREAT WAR BIPLANE.

A striking account is given of a visit paid to British aviation schools and factories by M. A. Jullien, the London correspondent of the *Petit Parisien*.

M. Jullien was piloted by Colonel C——, whom the War Office had kindly told off for that purpose, and soon found himself passing between two rows of brick building 600 or 700 yards long, which abutted directly on another set of several rows of smaller wooden buildings nearly as long again.

Last April, writes M. Jullien, not a building of any kind was to be seen here. To-day we find fifty hangars, around which a multifarious crowd of officers, soldiers, mechanics, and navvies surges. A number of British and Belgian aviation officers await us. Over our heads the rumbling of the motors continues without interruption.

Our guides conduct us through the hangars. In some a multitude of motor-wagons is sheltered; in others scores of aircraft are ranged, some ready for instant flight. There are machines of all types—Farman, Avro, Morane, Blériot, Curtiss, and those entirely of British manufacture, which bear merely initials and numbers: swift but small R.E. 7 biplanes and imposing B.E. 2 C. machines, the pilots of which speak enthusiastically of their stability. These are machines which fifty or so students are taught to take to pieces and put together again when they have made themselves thoroughly acquainted with their management during morning and afternoon flights.

WONDERFUL PROGRESS.

Notwithstanding their very arduous and constant occupations and the fact that they are exposed continually to wind and weather, their sole distractions being the newspapers, a piano of doubtful tone, and a nasal phonograph, these young men of twenty to thirty-five years of age are charmed with their life, and eagerly await the opportunity for conducting their dangerous reconnaissances over the enemy lines.

The factories at A were in existence before the war. They made a specialty of turning out engines for motor-cars, wagons, and motor-boats, and employed 1,840 men. Now there are very nearly 2,500 men and women at work here turning out by the hundred aeroplane motors of every possible power, as well as all sorts of aeroplane parts from the simplest to the most complicated.

To accomplish this work the factories have been almost doubled in size during the past few months, and the War Office has installed vast workshops provided with all the most perfected instruments necessary to the construction of aeroplanes.

It is here that the famous six-cylinder Beardmore motors are manufactured, with which our English friends are so justly proud, are furnished. These monster motors, which are water-cooled and moved by a four-branched propeller, are of 135 h.p. and weigh 6cwts. The aeroplanes to the front of which they are mounted measure not less than sixteen yards and have a mean velocity of seventy-six miles an hour.

What has been accomplished at the third factory we visited is not less marvellous. New buildings and workshops have been erected, the staff has had to be increased to enormous proportions, almost incredible difficulties have successfully been surmounted, and the factory is now working at its maximum capacity.

At ——, where a few years ago there existed only a few workshops and an airship hanger, a veritable town has arisen, and is daily attaining larger proportions. There are offices where hundreds of draughtsmen and engineers are at work without respite; immense workshops have been built where the most perfected, formidable and costly machines are constructed, and there are innumerable hangers where aeroplanes may be placed in position by the hundred.

Six years ago forty workmen were employed here; to-day 3,000 men and women are at work day and night. The output of machines at present is sevenfold that which was attained at the beginning of the war. Here motors are built up piece by piece, and tested; and wings are covered and varnished by women workers with a special varnish that renders them immune from deterioration by exposure to weather.

STABLE IN THE AIR.

A little further is an airship hanger which has been transferred into a general storehouse where aeroplane wings of all shapes are arrayed by the hundred side by side, together with thousands of steel tubes. On the other side is an immense experimenting hall, in which an enormous Albatross captured from the Germans extends its bullet-pierced wings.

A few steps further on we find ourselves in the hangars where are installed the types of latest construction and of the utmost perfection. Here is the R.E. 7, the rapid biplane already seen elsewhere, with its machine gun in front and so ingeniously arranged that the airman is enabled to fire while remaining under complete shelter. There is the B.E. 2 C, the famous biplane whose automatic stability is obtained solely through the design of the machine, and not by the use of a stabilising apparatus.

The English pilots call this the "father of the family" aeroplane. It is, however, none the less a terrible engine, for it is constructed to carry, together with it, motor, weighing some 6-cwts., a large bomb.

We saw many other things which it would be indiscreet at present to describe, and we carried away a profound impression of the extraordinary progress which has been made in British aeroplane construction.

AT SUVLA.

OFFSHOOT OF AUSTRALIA'S NAVY.

THE MAKERS OF A HARBOUR.

[BY CAPTAIN C. E. W. BEAN, AUSTRALIAN PRESS REPRESENTATIVE.]

I came across them at Suvla, quite apart from any other portion of the Australian forces. They are only about four miles as the crow flies from the mountainside, and at the point at which the Third Brigade made its famous landing. Twenty or thirty thousand of their countrymen, more or less, have been living within sight of them for two months. And yet they are part of a world so separate that I do not think one Australian or New Zealander in a thousand knows that they are there, and they know practically nothing whatever of what happens at Anzac. You can walk any day in a couple of hours from any part of Anzac to Suvla; but in a campaign like this you know nothing of what is happening to the troops half a mile on either side of you unless it is your business to go there and inquire.

It was on Suvla Beach that I found them—a tiny offshoot from the Australian navy. As the mother country required engineers, and the military bridging trains possessed by Australia had already been used up, the Australian navy provided a bridging train, and sent it off in June, with its pontoon all built at Cockatoo Dock, its waggons, and its 300 men, *en route* for the British dockyard at Chatham. There it was to finish its training. At Port Said on Sunday, July 18th, the ship was stopped, and orders were given for her to sail in a different direction, and join quite a different enterprise. And at 7 o'clock on the night of August 6 the men of the train found themselves looking over their bulwarks, just as night was falling, watching the first of a line of great transports wind out between the mountainside of an island harbour and turn their heads straight for a distant coast line, which was fading into night.

THEIR LANDING.

By daybreak they were moving into Suvla Bay. Away to the north side and inland of them ran great scrubby ridges, all brown and yellow after the long dry summer until they faded into the purple circle of the more distant hills. From all around them, from a mile or two north right to the distant south, where the Anzac troops were breaking out into the hills, come the noises of a big battle. An aeroplane flew high overhead with black crosses painted on the underside of her white planes. A bomb whirred down and exploded astern of the ship. Another followed it on her beam. Presently shrapnel from batteries inland began to burst their shrapnel over the ship, and she had to move to avoid them. All day long four great grey warships were moving backwards and forwards into position between transports and the shore, drawing the fire of the Turkish batteries upon themselves, and away from the transports.

For the Australian navy bridging train had been sent on quite a separate enterprise from that of the rest of the Australian troops. They were part of the British force which landed at Suvla Bay on the night of August 6th. That force was a distinct one. There were no Australians or New Zealanders in it except the bridging train and a certain number of picked shots who were afterwards lent to train snipers. The naval bridging train came under the orders of the officer commanding the engineers of the army corps which landed at Suvla. The Royal Engineers who were with the corps went straight inland to work on roads and defences, and the Australian bridging train became responsible for all the work of the beach. They became, and have practically ever since, an additional company of the army corps which first made the Suvla landing.

MAKING A HARBOUR.

The first work of the bridging train was to get into position a jetty composed of barbed wires. From that moment onwards they were up to their waists in water landing stores and explosives, fixing up further piers all round the north shore of the bay, until the bridging equipment which left Australia prepared for the Rhine, or whatever rivers the army came across, had found its final use in the making of a busy harbour.

It has not been done without loss of life—that reaches every part of this campaign. The whole of the work has been done within range of the Turkish shrapnel, within sight of the Turkish observers. The men here, too, told me that, so far as they were concerned, the Turk had played the game. On the third morning of the landing a very big job had to be done in very quick time. There came a message from the chief hospital saying that nearly 300 wounded were awaiting to be taken off, and asking, "Can Australian bridging train erect a pontoon for us?" The train at once made up the pontoon into rafts, and as there were no pinnaces available, pulled them ashore themselves with oars for a distance of a mile and a half. The khaki colour of the pontoon probably made the Turks think they were filled with troops, and they shelled them. But the raft reached the shore, and within 20 minutes of touching it a jetty 130 yards long, had been put together, anchored, and connected up, and the hospital ship was embarking wounded from it before the last bays were fixed. Near that pier a red cross flag was put up. The Turks shelled it, and afterwards sent a letter apologising for doing so; but saying that they must shell it again if troops were allowed to pass along the beach through the ground which this flag covered.

The shell fire has meant a certain number of casualties, fortunately few—four killed, and, I think, 10 wounded. They have taken their luck when it fell against them in the way that has become familiar at Anzac. An able seaman named Atkinson was hit by a shell while on duty near one of the piers. One of his legs had been blown away, but he sat up and asked the doctor for a cigarette. "Well, doctor," he said, "I'll have to sell peanuts now in Little Bourke-street."

A BITTER WAR.

SPIRIT OF THE ARMY GRIMLY CHANGED.

COLOSSAL DEFENCE WORKS.

Mr. H. S. Gullett, official Australian correspondent at the British Headquarters in France, writes:—

When I was here last March many hopeful officers assured me that the war would not last a year. To-day, as the struggle enters upon its fourteenth month, men no longer prophesy. They are content to redouble their efforts at the strengthening and duplication of the trenches. Men who five or six months ago insisted that the Germans were past the top of their strength, and that each week would see the superiority going surely to the Allies, now admit that the enemy is still an unknown power capable, despite his reckless waste of life, of effective offensive and surprise. This does not mean that one finds pessimism at the British front; pessimism could not exist in the midst of this cheery army. But now, when the war is sufficiently old for men to tell you what happened this day a year ago, you find all ranks resigned to a struggle of indefinite length.

Upon the anniversary of its glorious retreat from Mons the army is serious, even grim. There is no longer talk of speedy and decisive victory; there is nowhere a hint of suffering defeat. Both the French and the British are as sure they will win one day as they are confident of the righteousness of their cause. But a year in the trenches has taught them that patience and endurance are the first essentials for victory in a war of this nature.

A GRIM ARMY.

During the summer the spirit of the army has undergone a profound change. It is no longer a rollicking, light-hearted army which looks upon the struggle with Germany as a huge sporting enterprise. It is still a very gay army within itself, but it no longer shares its jokes with the Germans. This is brought home to one by the marked difference in the character of the trench warfare on the sections held by the British and the French. Observers have always been impressed by the bitterness of the French towards their enemy. It is as you would expect it to be.

The French soldier hates his adversary, and exults in his death. For some months after the war began there was no such feeling in the breast of the British. At the outset the British regular took a more sporting interest in the proceedings. He fought the German because he was a national foe, and because the German had broken so many of the rules of international decency, but he fought him good-humouredly, and with a ridiculous adherence to the promptings of chivalry.

To-day the position is quite changed. The French still hate the Germans, and fight them, as they will continue to fight them, if need be, for years, but their warfare is not now more truceless or more bitter than that of the British. Before the sinking of the *Lusitania* there was along the line a lot of live-and-let-live procedure; both sides often abstained from nagging, and reserved themselves for big events. Life at times became quite tolerable over long distances. I heard the other day of a regiment which held trenches within 500 yards of the enemy, and suffered only three casualties in three months. Such quiet spots are still to be found, but you would seek for them in vain along the British lines.

Every man in the British Army is now out all the time for German blood. The Boche is getting back his hate, and something more. When occasionally there have been changes, and lines have been taken over, the British have sometime found the new area calm and "healthy," and have within a few days, by their challenging aggressiveness, turned it into a hell. They at once make it dangerous for a German to show himself within a few thousand yards. Upon a line which has been for a week in the hands of the British you seldom see a German. Men who have been here since Christmas, in and out of the trenches all the time, have in most cases never had a glimpse of the enemy. They kill him daily, and suffer casualties themselves, but the sniping is too deadly for the least exposure.

Our men are forcing the fighting in the trenches; the whole line increases in activity and deadliness, apart altogether from the big attacks. You have to know what trench conditions are to appreciate how great is the temptation to acquiesce in an "understanding" with the enemy. Only an enemy which is very sure of itself collectively and individually will deliberately decide to make trench warfare as hot as possible all the time. Best of all, perhaps such tactics tell their own good story of guns, munitions, and other equipments. The pace can only be forced by a great outpouring of resources.

GOOD-TEMPERED HATE.

But the British soldier is very good-tempered and gentlemanly in his hate. Even to-day, with terrible memories to stir him, he continues to fight smiling. His manner is still reserved, even a little detached; he still gives you the impression that whilst he is making life in the German trenches as hideous as possible, he has time for thought of other things. He comes out with great zest still to his cricket and football in the shell zone behind the trenches; the sniper laughs in a shamefaced way as he tells you that he shot a German through the chest that morning, "and as he did not move for seven minutes I reckon he was dead."

The young R.F.A. lieutenant shouts with laughter at the recollection of getting fairly among an enemy supply column on an exposed road. There is the semblance of a smile on the staff officer's face when he warns us that a certain road in the Ypres district is constantly shelled; and he adds, "That is all I need say about it; you can go that way if you like." We sit with a brigadier in the pretty garden of his headquarters. Pears and plums ripen on the walls; the sun shines brightly; the guns are momentarily still; but for some fresh damage to be seen upon a house nearly all might be as it was two summers ago. The General talks of the thoroughness of the Germans at trenching, and at their extreme care of their soldiers' lives. "They man the front trench very lightly now, but keep plenty of strength in the lines and dugouts behind in case of attack. Their communication trenches are wonderfully good, and enable them to rush men into the front trench at any moment. So they suffer relatively lightly from a heavy shelling of the front line, and yet can be there immediately the fire ceases. Such a practice, supported as it is with an unlimited number of machine guns, makes it possible to hold the line with very few troops. They no longer throw men away on this front, as they did at the beginning of the war. "On the contrary." There is a sudden sound of guns. "Shrapnel," says the General with a laugh, "Come on." He dashes at his top for cover. "I always leave the cellar door open," he adds as we gain the shelter. He has been one of the hardest fighting and successful of our young leaders.

Killing has been his sole occupation for a year or more, and has work becomes more deadly and aggressive as the days go on. But the bursting of shrapnel can still move him to laughter.

TRENCHES BECOMING STRONGER.

The growing aggressiveness is the first strong impression you get upon returning to the line after having been away during the summer. But now, as in March and April, the most significant thing is the uncompromising strength of the trenches. One runs no risk of censorship in saying that the two great systems of trenches which traverse France and Flanders are now immeasurably more powerful than they were a few months ago.

Every day they become more formidable; every day the difficulties and cost of breaking through are increased; every day on either side the defensive secures further advantage over the offensive. One would gladly write otherwise, but it is well that we all should recognise what is ahead of us. We must not cherish the idea that the mere increase of munitions and the employment of the grand new Citizens' Army will suddenly make a marked change upon this western front. These two forces will, no doubt, accomplish much, but as a set-off we have the certain knowledge that the Germans are engaged ceaselessly by day and night in adding to the strength of their main lines, in the establishment of innumerable supporting posts, and even in the creation of entire new lines of defence for use in case the first system is badly broken.

DIGGING LIKE MOLES.

Everywhere along the British front you get the same story. "They are digging like moles." "They never cease working." Some of our officers take this activity as evidence of German fear. But this is a minority view. The Germans, like ourselves, are amazingly strong upon this front, and they work to make their position doubly sure. If they lose the territory they now hold in Belgium and France, they lose all. If they can hang on to it they might one day be in a position to bargain for the return of their colonies in the Pacific and elsewhere.

A year ago the French, assisted by the small British army, were able definitely to check invading German armies estimated at 2½ millions strong. The invader was stopped upon this line, almost exactly where he still is to-day. He was stopped by a force very inferior to his own numbers and equipment. The arresting armies had over most of the line no defence works beyond what could be thrown up in the course of that desperate fighting. Since then hundreds of thousands of men working hard under military discipline have been engaged in defending the opposing lines.

One would be well within the mark in saying that in France and Belgium there are upwards of 100,000 miles of trenches of various kinds. Then the transport and means of communication have been perfected to fit in within the defences. The defensive strength on both sides is actually and relatively stronger than it was at the beginning of the year. There is no pessimism here.

Every man knows that victory is sure. But there is a square of facts. If the decision in the war is to be reached on this western front, the British Empire must be prepared for a long and heavy job. The army sets us the example. Its patience, its full sacrifice, and its grim yet smiling fighting day by day and month by month are superb.

TERRIBLE FIGHT FOR GORIZIA.

TREMENDOUS ARTILLERY WORK.

Mr. von Wiegand, the American war correspondent, cabling to the *New York World* on November 4, says the great battle for Gorizia, on the Doberdo Plateau, began two days ago. The weather conditions were probably unexampled on any other front. It rained in torrents for two weeks, and the low-lying places along the Isonzo were seas of mud, which were often hip deep in places, while the trenches, which had been blasted through the rock, were converted into mountain torrents. Into this mess the Italian batteries poured a hail of shell and shrapnel day and night. The concentrated Italian artillery was splendidly served, and it surpasses anything I have seen, even when the Germans smashed their way through the Russian lines. Those who participated in the battles on the Russian front declare that they were child's play compared to this.

ITALIAN PRESSURE.

"The Doberto Plateau and a portion of Monte Pogdora is called hell, and the name is justified. General Cadorna, the Italian commander, is concentrating 1,500 guns and the full weight of the army against the plateau of Gorizia, on a front not exceeding 12 miles. The bravery of the men is unbelievable, and the endurance of the Austrians under indescribable conditions beyond imagination, and revises the widespread idea that the Austrians will not fight well unless under German officers."

The Italian conflict, he continues, appears to be greatly under-estimated, especially with regard to its bearing upon the general situation of the Central Powers if General Cadorna takes Gorizia and Trieste. On the Isonzo the Austrians have held lines for six months against three to one odds.

MOUNTAIN OF CORPSES.

The Italians have gained a firm footing on the ridge of the plateau, and have advanced somewhat at terrible cost, but their progress elsewhere has been unappreciable. Desperate fighting is taking place on the slopes of San Michele, Pogdora, and San Sabotino, which, if taken, means the loss of Gorizia. San Michele is known as the Mountain of Corpses, from the heaps of Italian dead which lie in front of the Austrian trenches, and into which a hail of shells is flung, rending and tearing and throwing fragments of long dead bodies in all directions. The picture is beyond imagination in ghastliness and stench.

The Archduke Joseph estimates that over 10,000 unburied dead are in front of his lines. He also states that the Italians' fighting is increasingly improving. They charge with great *elan* and the shock is greater than the Russian charges, but if the charge is withstood the Italians quickly retire, while the Russians move on until they are shot down. The Italians some days fire 70,000 shells and shrapnel, until the rocky surfaces look as if they had been shaved with a gigantic razor. Sapping and mining in the rocky ground is practically impossible. The effect of the shell fire is more terrible, as it hurls showers of rock, which crush the men.

FORTHCOMING EVENTS.

Friday, 17th Dec.:—
11.30 a.m.—The "Devawongse" Steamship Co., Ltd., Meeting of Creditors.
11.45 a.m.—The "Phrasang" Steamship Co., Ltd., Meeting of Creditors.

Saturday, 18th Dec.:—
Noon—The China Fire Insurance Co., Ltd., Extraordinary General Meeting.

Monday, 20th Dec.:—
11 a.m.—Union Insurance Society of Canton, Ltd., Extraordinary General Meeting.
11.15 p.m.—China Traders' Insurance Co., Ltd., Extraordinary General Meeting.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 14th.

	Previous Day at 2 p.m.	In Date at 6 a.m	On Date at 2 p.m.
Barometer	29.96	30.09	30.06
Temperature	69	61	63
Humidity	72	56	50
Wind Direction	WSW	NNE	North
Force	2	4	2
Weather	o	b	b
Rain		—	—

Highest open air Temperature on 13th .. 69
Lowest open air Temperature on 13th .. 52

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will Leave On or about	For
* TJIKEMBANG	BATAVIA	24th Dec.	30th Dec.	SHANGHAI
* TJITAROEM...	JAPAN	26th Dec.	29th Dec.	BATAVIA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 17th December, 1915. [8

JAVA-PACIFIC LIJN.

REGULAR MONTHLY SERVICE BETWEEN
JAVA, MAKASSAR, MANILA, HONGKONG & SAN FRANCISCO.

Sailings Subject to Change Without Notice.

Steamers	From	Expected	Will leave	For
		1916.	1916.	
ABAKAN...	JAVA	7th Jan.	9th Jan.	SAN FRANCISCO
TJISONDARI ...	JAVA	7th Feb.	9th Feb.	do.
KARIMOEN	JAVA	7th March.	9th March.	do.
TJIKEMBANG ...	JAVA	7th April.	9th April.	do.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN,
Yrrk Building, MANAGING AGENTS.
Hongkong, 5th November, 1915. [1154

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Pumps Empty Dock in 2-3/4 hours.

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
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HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
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TELEPHONE No. 212 Telegraphic Address:—"TAIKOO DOCK." [30

SHIPPING

ARRIVALS.

BANRI MARU, Japanese str., 2,368, Matsui, 13th December — Bahk Papan 6th December, Sugar and General.—Dodwell & Co.

CHENGTU, British str., 1,338, Speed, 13th December—Wuhu 6th December, Rice. —Butterfield & Swire.

DAGFIN, Norwegian str., 897, H. Solvesen, 14th December—Hoihow 13th December, General.—Chinese.

MYOGISAN MARU, Japanese str., 1,741, K. Munakata, 13th December — Wakamatsu 7th December, Coal.—Mitsui Bussan Kaisha.

FUJISAN MARU, Japanese str., 1,885, Watanabe, 13th December—Matsushima 7th December, Coal.—Mitsui Bussan Kaisha.

HALDIS, Norwegian str., 1,065, A. Steen, 14th December — Samarang 13th December, Salt.—Java-China-Japan Lijn.

KASHING, British str., 1,148, Beyer, 14th December—Shanghai 10th December, General.—Butterfield & Swire.

KICKIANG, British str., 1,240, E. B. Jones, 13th December—Tientsin 6th December, General — Butterfield & Swire.

LOONGSANG, British str., 1,093, G. W. W. Leash, 14th December — Manila 11th December, General.—Jardine, Matheson & Co.

TACOMA, British str., 3,395, Stewart, 13th December — Haiphong 11th December.—Standard Oil Co.

TAIWAN MARU, Japanese str., 1,145, H. Sakai, 14th December — Singapore 12th December, Timber.—Dodwell & Co.

TYDEUS, British str., 4,709, W. K. Wallace, 13th December—Liverpool 30th October, General.—Butterfield & Swire.

SEQUOYA, British str., 3,318, Grant, 13th December—Singapore 4th December. —Standard Oil Co.

YOKOHAMA MARU, Japanese str., 3,817, M. Shinobe, 14th December—Shanghai 11th December, General.—Nippon Yusen Kaisha.

YUNNAN, British str., 1,205, French, 13th December—Wuhu 6th December, Rice.— Butterfield & Swire.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.

December 14th.

ANYO MARU, Jap. str., for Wakamatsu.
ALBIANA, British str., for Chinwangtao.
DERWENT, British str., for Saigon.

DEPARTURES.

December 14th.

ANHUI, British str., for Shanghai.
CHENGTU, British str., for Canton.
CHIYUEN, Chinese str., for Canton.
FUKURA MARU, Japanese str., for Yokohama.
HAITAN, British str., for Swatow.
LAISANG, British str., for Singapore.
NIPPON MARU, Jap. str., for Manila.
MATSU MARU, Jap. str., for Dairen.
PYRRHUS, British str., for Singapore.
SEQUOYA, British str., for San Francisco.
SINKIANG, British str., for Canton.
TAMING, British str., for Manila.
TAMBA MARU, Jap. str., for Seattle.
TANGO MARU, Jap. str., for Manila.
TONGHONG, British str., for Saigon.
WIMBLEDON, British str., for Canton.

VESSELS EXPECTED.

CANADIAN MAIL.

The str. *Empress of Japan* left Yokohama on Friday, the 10th instant, at 2 p.m. due to arrive at Vancouver on the 22nd inst.

MERCHANT STEAMER.

The str. *Namur* left Shanghai for this port on the 12th instant, at 1.15 p.m., with homeward English mails, and is due here on the 15th instant, at about morning.

The str. *Hola*, from Calcutta, left Singapore, and may be expected here on or about the 18th instant.

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON AND NEW YORK (With Liberty to call at the Malabar Coast).

THE Steamship

"KATHLAMBA."

6,382 tons, will be despatched as above on SATURDAY, 15th January, 1916.

For Freight and further particulars, apply to THE BANK LINE, LTD., Agents.

Hongkong, 4th December, 1915. [1251

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THE Steamship

"NAMUR,"

Captain A. Collyer, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 16th December, 1915, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOLTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALEDONIA," due in London about the 29th Jan., 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, For Superintendent

Hongkong, 6th December, 1915. [1

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	To-morrow, at 3 P.M.
LONDON & HULL	KIOTO	Brit. str.	—		THE BANK LINE, LIMITED	On 18th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	About 30th inst.
MARSEILLES, LONDON & VIA SINGAPORE, &C.	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES VIA PORTS	ATHOS	Fren. str.	—		MESSAGERIES MARITIMES	On 8th Jan.
VICTORIA & TACOMA VIA MANILA, &C.	CANADA MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	To-morrow, at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C.	YOKOHAMA MARU	Jap. str.	—	Shinobe	NIPPON YUSEN KAISHA	On 23rd inst at Noon.
BOSTON & NEW YORK	KATHLAMBA	Brit. str.	—		THE BANK LINE, LIMITED	On 15th Jan.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	SHINYO MARU	Jap. str.	—	Filmer	TOYO KISEN KAISHA	On 28th inst., at Noon.
SAN FARNCISCO	ARAKAN	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 9th Jan.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	PERSIA MARU	Jap. str.	—		TOYO KISEN KAISHA	About 31st Jan.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 8th Jan.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	E. S. Baikie	GIBB, LIVINGSTON & Co.	On 21st inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 14th Jan., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 21st Jan.
DELAGOA BAY, DURBAN, EAST LONDON, &C.	KATHIAWAR	Brit. str.	—		THE BANK LINE, LIMITED	On 24th inst.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 14th Jan., at 10 A.M.
SHANGHAI, & FOOCHOW	KWONGSANG	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD	To-morrow, at D'light
SHANGHAI, KOBE & YOKOHAMA	SUWA MARU	Jap.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	CHIHLI	Brit. str.	1 m.	R. W. Lloyd	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	SINKIANG	Brit. str.	1 m	C. Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ATHOS	Fren. str.	—		MESSAGERIES MARITIMES	About 17th inst.
SHANGHAI	YUSANG	Brit. str.	—	Campbell	JARDINE, MATHESON & Co., LD.	On 17th inst., at D'light.
SHANGHAI	LUCHOW	Brit. str.	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 19th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R.	P. & O. S. N. Co	About 20th inst.
SHANGHAI	HOPSANG	Brit. str.	—	Robertson	JARDINE, MATHESON & Co. LD.	On 21st inst., at D'light.
SHANGHAI, KOBE & MOJI	ITOLA	Brit. str.	—	Butler	DAVID SASSOON & Co., LD.	On 21st inst.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	Sakamoto	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	TJIKEMBANG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 30th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NELLORE	Brit. str.	—	A. M. King	P. & O. S. N. Co.	About 1st Jan.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 19th inst., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 22nd inst., at 8 A.M.
SWATOW, AMOY & FOOCHOW	HAINUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & Co.	On 17th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 21st inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Thomson	DOUGLAS LAPRAIK & Co.	On 24th inst., at 2 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 18th inst., at 3 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	—	Sidford	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	1 m.	W. M. Mesnye	JARDINE, MATHESON & Co., LD.	On 25th inst., at 7 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	TENSHIN MARU	Jap. str.	—	Yamasaki	NIPPON YUSEN KAISHA	To-morrow.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	OSAKA SHOSEN KAISHA	On 23rd inst., at 7 A.M.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	R. S. Anders	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	On 18th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 29th inst.,
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 25th Jan.
HAIPHONG & PAKHOI	KEIJO MARU	Jap. str.	—	Imaisumi	OSAKA SHOSEN KAISHA	On 17th inst., at 10 A.M.
HAIPHONG	TAKSANG	Brit. str.	—	Mansfield	JARDINE, MATHESON & Co., LD.	On 17th inst., at 8 A.M.
HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	On 17th inst., at 11 A.M.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
HONGAY	SZECHUEN	Brit. str.	1 m.	Caine	BUTTERFIELD & SWIRE	To-day, at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
‡ SANDAKAN	"HINSANG"	Thursday, 16th Dec., Noon.
† SHANGHAI via FOOCHOW	"KWONGSANG"	Thursday, 16th Dec., D'light.
*SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Thursday, 16th Dec., 3 P.M.
† SHANGHAI	"YUSANG"	Friday, 17th Dec., D'light.
HAIPHONG	"TAKSANG"	Friday. 17th Dec., 8 A.M.
* MANILA	"LOONGSANG"	Saturday, 18th Dec., 3 P.M.
† SHANGHAI	"HOPSANG"	Tuesday, 21st Dec., D'light.
* MANILA	"VUENSANG"	Saturday, 25th Dec., 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 14th December, 1915. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [25

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215 Sub. Ex. 10 AGENTS

Hongkong, 20th October, 1915. 24

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	Connecting with	FROM COLOMBO
24th December.	"KATHIAWAR"	17th January.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

PROPOSED SAILING

S.S. "SALAMIS" From Hongkong: 25th Jan., 1916

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,

21 MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & HULL ...	..."KIOTO"... ...	.. On 18th Dec.

Subject to change without notice

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO REISS & Co., CANTON. GENERAL AGENTS.

Hongkong, 26th October, 1915. 1256

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

HONGKONG—SHANGHAI—YOKOHAMA—MANILA.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914. [596

SHIPPING IN PORT

STEAMERS.

ALBIANA, British str., 2,428, Wm. Dunbar, 5th December — Chinwangtao 27th November, Coal.—Dodwell & Co.

ANNA, Norwegian str., 1,017, A. Arntzen, December 10th—Tourane December 6th, Rice.—Chinese.

ANPING, Chinese str., 1,150, R. G. Paramore, 10th December—Shanghai 7th December, General.—Chinese.

ANYO MARU, Japanese str., 2,147, Yamamoto, December 10th—Wakamatsu December 4th, Coal.—Furukawa & Co.

CANADA MARU, Japanese str., 3,548, T. Suruga, 5th December—Shanghai 2nd December, General.—Osaka Shosen Kaisha.

CHANGCHOW, British str., 1,205, G. Morse, 11th December—Bangkok 25th November, General.—Butterfield & Swire.

CHUNSANG, British str., ——, J. Mattock, 13th December — Haiphong 10th December, Rice.—Jardine, Matheson & Co.

HANOI, French str., 730, F. Marvan, 13th December—Haiphong 10th December, Rice and General.—A. R. Marty.

HYBERNIA, British str., 490, James A. H. Hands, 7th December—Saigon 27th November.—Order.

KAIFONG, Chinese str., 991, Hoeg, 10th December—Singapore 19th December, General —Chinese.

KEIJO MARU, Japanese str., 2,266, Kakamura, 11th December — Miike 5th December, Coal.—Mitsui Bussan Kaisha.

KWANGLEE, Chinese str., 1,350, McArthur, 20th November—Shanghai 22nd November, General.—Chinese.

KWANGLEE, Chinese str., 1,432, MacArthur, 13th December — Shanghai 16th December, General.—Chinese.

KUEICHOW, British str., 1,220, E. Forsyth 13th December—Tientsin 6th December, General.—Butterfield & Swire.

LAERTES, British str., 1,340, A. Jenkins, 30th November—Saigon 23rd November, Rice.—Chinese.

LIANGCHOW, British str., 1,220, W. Benson, 10th December—Shanghai 7th December, General - Butterfield & Swire

MANAPOURI, British str., 1,288, Wm. Stalker, 12th December — Penang 4th December, General.—Order.

MOURA, British str., 1,247, J. Telmes, 30th November—Newcastle, N.S.W. 26th November, Ballast.—Order.

NIKKO MARU, Japanese str., 3,070, R. Takida, 12th December—Manila 9th December, General.—Nippon Yusen Kaisha.

NICHIREN MARU, Japanese str., 1,400, S. Suzuki, 11th December—Rajang 4th December, Timber.—Dodwell & Co.

OLEG, Russian str., 1,376, P. Mender, 7th December—Vladivostock 23rd November, General.—Chinese.

PYRRHUS, British str., 4,818, J. A. Rodway, 11th December—Yokohama 30th November, General.—Butterfield & Swire.

SINKIANG, British str., 1,616, C. Williams, 12th December—Shanghai 9th December, General. — Butterfield & Swire.

PASSENGERS.

ARRIVED.

Per *Yokohama Maru*, from Shanghai, for Hongkong, Mr. R. Yoneda, Mr. Wm. Garthley, Mr. Geo. E. Krienke, Mr. J. S. Speicher, Mr. L. H. Burke, Mr. Wm. R. Babcock, Mr. F. D. Kelley, Mr. D. A. Salling.

DEPARTED.

Per *Tamba Maru*, for Seattle, etc., Mr. and Mrs. C. J. Bendel, Mr. J. Foster, Capt. M. Salbagarria, Mr. T. de Casal, Mrs. E. J. Murray, Miss F. Craig, Mr. F. G. Boulon, Mr. F. S. Douglas, Capt. and Mrs. Canfield, Mr. Futagawa, Mr. K. Usuda, Mr. G. Fisher, Mr. and Mrs. McCreary and 2 infants, and Mr. E. Casuda.

Per *Nippon Maru*, for San Francisco, etc., Mr. N. F. Blanch, Mr. and Mrs. Benson, infant and child, Rev. and Mrs. J. H. Cope and child, Mr. C. S. Coy, Sir Charles Eliot, Mr. J. A. Gray, Rev. Father G. Garcia, Miss H. E. Hawkes, Miss S. S. Hartford, Mr. F. F. Hamill, Mrs. E. M. M. Jordan, Mr. M. T. Jones, Mrs. M. B. Kirkpatrick, Mr. A. Lamberton, Dr. C. W. McKean, Mrs. Poole, infant & amah, Mrs. Stanbach, Mr. & Mrs. L. A. Stemmons, Rev. and Mrs. J. G. Woodin, Mr. M. Crawford, Mr. J. A. Mahle, Mr. J. Ryan, and T. C. Souden.

Per *Tango Maru*, for Australia, etc., Mr. R. E. Humphreys, Mr. S. Nakagami, Mr. and Mrs. L. Parkins, Mr. and Mrs. S. J. Fuller, Mr. H. N. Pountney, Miss E. Irving, Mr. and Mrs. Okeilly, Mr. and Mrs. Mountain, Mr. and Mrs. Showers, Master Showers, Mr. and Mrs. F. N. Dickinson, Mr. Suzuki, Mr. K. Miyazaki, Mrs. R. Blair, Mr. Nathan, Miss E. Caby, Mr. F. Bennett, Mr. N. Martin, Mr. W. R. Babcock, Mr. L. H. Burke, Mr. W. T. Garthley, Miss M. Mercer, Miss Garcia, Messrs. M. Tsurumi, M. de dos. Reyers, Inoue, Garcia, Angel Bonus, G. Katoh, and Mr. and Mrs. Ohgami.

PASSENGERS EXPECTED.

Per N.Y.K. str. *Suwa Maru*, from London, on November 6th.—To Hongkong: Mrs. and Miss Main, Mr. and Mrs. Weir, Mr. and Mrs. T. R. Wolff and 2 children, Mrs. P. Hodgson, Mr. and Mrs. Brawn, Mr. Grist, Mr. and Mrs. G. H. Moore-Mead, Capt. F. Wheeler, Rev. and Mrs. Ferguson, Mr. A. J. Poole, Mr. and Mrs. J. T. Smalley and 2 children, Mrs. and Miss E. Roberts, Mrs. Knight and infant, Miss Stewart, Mrs. Matthews and child, and Miss Westgate.

Per P. & O. str. *Arabia*, from London, on November 13th.—To Hongkong: Mr. W. G. Clarke, Miss Ferry, Miss F. N. Cooper, Mrs. Foulds and child, Mr. and Mrs. G. Willis and 4 children, and Miss J. E. Fernie.

Per N.Y.K. str. *Atsuta Maru*, from London, on November 20th.—To Hongkong: Mr. G. Worby, Mr. and Mrs. Findlay Smith, Mr. H. E. Spencer-Payne, Mr. Jas. Spiers, Mr. O. Hughes, McCreary and 2 infants, and Mr. E. and Mr. H. Subier.

Per P. & O. str. *Moldavia*, from London, on November 27th.—To Hongkong: The Rev. S. N. Norton, Mr. and Mrs. C. F. Aires and 4 children, Mr. W. Barbour, and Mrs. Lachlan and child.

Per N.Y.K. str. *Yasaka Maru*, from London, on December 4th.—To Hongkong: Mr. L. Leefe, Mrs. V. J. Tartarin and 5 children, Miss V. Tartarin, Miss H. Tartarin, Mr., Mrs. and Miss L. Lacroix, and Mrs. Bishop.

P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and BOMBAY VIA USUAL PORTS OF CALL ...	*NAMUR* Capt. A. Collyer	3 P.M. 16th Dec.	*See Special Advertisement*
SHANGHAI, MOJI, KOBE NOVARA and YOKOHAMA	Capt. H. E. Ketherington, R.N.R.	About 20th Dec.	Freight and Passage.
LONDON and BOMBAY VIA USUAL PORTS OF CALL	*NANKIN* Capt. G Manley, ...	About 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE Capt. A. M. King, ...	About 1st Jan.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARR,
For Superintendent.

Hongkong, 14th December, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGAY	"SZECHUEN"	On 15th Dec., Noon.
SHANGHAI	"SINKIANG"	On 16th Dec., 4 P.M.
HAIPHONG	"KAIFONG"	On 17th Dec., 11 A.M.
SHANGHAI	"LUCHOW"	On 19th Dec., D'light.
MANILA, CEBU and ILOILO	"CHINHUA"	On 21st Dec., 4 P.M.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to — BUTTERFIELD & SWIRE,

Hongkong 11th December, 1915. TELEPHONE 36. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW. AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. A. H. Stewart ...	FRIDAY, 17th Dec., at 2 P.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 21st Dec., at 2 P.M.
"HAITAN" ...	Capt. J. S. Thomson ...	FRIDAY, 24th Dec., at 2 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th December, 1915. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched for SHANGHAI, KOBE and MOJI on 21st December.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 6th December, 1915. AGENTS. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
* ST. ALBANS ...	18th Dec.	On 21st Dec., 11 A.M.
* EMPIRE ...	7th Jan.	On 3rd Jan., 11 A.M.
* EASTERN ...	31st Jan.	On 31st Jan., 11 A.M.
ALDENHAM ...	29th Jan.	On 21st Feb., 11 A.M.

* Fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS 23

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed.	Leave Hongkong.
*	(Cargo Steamer)	... THURSDAY, 23rd Dec.
SHINYO MARU	22,000—21 knots	... TUES., 28th Dec.
‡ KIYO MARU	17,2000 — 15 knots	... SATURDAY, 8th Jan.
‡ PERSIA MARU	9,000 — 17 knots	... About 31st Jan.
CHIYO MARU	22,000—21 knots	... TUES., 25th Jan.
* DAIREN MARU	6,000 — 14 knots	... TUESDAY, 3rd Mar.
TENYO MARU	22,000—21 knots	... TUES., 15th Feb.

* Cargo only, † Via MANILA, Omitting Shanghai.

‡ Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon.
" " Manila " at 10.30 a.m.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS)£120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO,

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	... 17,200 — 15 knots	... SATURDAY. 8th Jan.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. [216

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	To Sail.
SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	ATHOS	On or about 17th Dec.
	PORTHOS	On or about 30th Dec.
HOMEWARD		
MARSEILLES VIA HAIPHONG SAIGON and PORTS (Without Transhipment)	ATHOS	On 8th Jan.
	PORTHOS	On 22nd Jan.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"CANADA MARU" ...	T Surugs ...	THURSDAY, 16th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"LUZON" MARU	T. Miyata ...	THURSDAY, 23rd Dec., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Murakami ...	SUNDAY, 19th Dec. at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	A. Kobayashi ..	WED'DAY, 22nd Dec, at 8 A.M.

FOR HAIPHONG VIA PAKHOI.

Steamer	Captain	Leaving
"KEIJO MARU," ...	IMAIZUMI	FRIDAY, 17TH DEC., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

FOR FURTHER INFORMATION, apply to

H. YAMAUCHI.
MANAGER,
Second Floor, No. , Queen's Building.

P. & O. S. N. CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI about	Leave HONGKONG about	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
					1916	1916
Dec. 4	NAMUR	Dec. 12	Dec. 16	‡ MOOLTAN ...	Jan. 15	Jan. 22
Dec. 18 1916	NANKIN... ...	Dec. 25 1916	Dec. 30	‡ MALOJA	Jan 29	Feb. 5
Jan. 2	NOVARA... ...	Jan. 10	Jan. 14	ARABIA	Feb. 12	Feb. 19
Jan. 16	KASHMIR ...	Jan. 24	Jan. 28	KARMALA... ...	Feb. 26	Mar. 4
Jan. 30	SARDINIA ...	Feb. 7	Feb. 11	KHYBER	Mar. 11	Mar. 18
Feb. 12	NAMUR	Feb. 20	Feb. 24	‡ MEDINA	Mar. 25	April 1
Feb. 27	NANKIN... ...	Mar. 6	Mar. 10	MONGOLIA ...	April 8	April 15
May. 12	NOVARA ...	Mar. 20	Mar. 24	MALWA	April 22	April 29
Mar. 26	MALTA	April 3	April 7	MOOLTAN	May 6	May 13

‡ Steamers proceed via Bombay.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£74.	Return	£111.
	"B"	"	"	£68.	"	£102.
2nd Saloon	"A"	"	"	£52.	"	£78.
	"B"	"	"	£48.	"	£72

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£50.	"	£75.
	"B"	"	"	£45.	"	£69.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS,	Leave Y'HAMA.	Leave SHANGHAI	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES, if calling	Due LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916.
NELLORE	Jan. 17	Jan. 27	Feb. 2	Feb. 8	Mar. 9	Mar. 16
MONGARA	Jan. 31	Feb. 10	Feb. 16	Feb. 22	Mar. 23	Mar. 30
NORE	Feb. 28	Mar. 9	Mar. 15	Mar. 21	April 30	April 27
NAGOYA	April 10.	April 20	April 26	May 2	June 1	June 9.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £58 Single £87 Return. 2nd Saloon £42 Single; £63 Return
FARES TO MARSEILLES:
1st Saloon £34 Single. 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,
29 FOR SUPERINTENDENT

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DESPLACEMENT	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KAMO MARU Capt. Shimizu	16,000	THURSDAY. 16th Dec., at Noon.
	§ KASHIMA MARU Capt. Tabusa	21,000	THURSDAY, 30th Dec., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	§ YOKOHAMA MARU Capt. Shinobe	12,500	THURSDAY, 23rd Dec., at Noon.
	§ SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 11th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ NIKKO MARU Capt. Takeda,	9,600	FRIDAY 14th Jan., at 4 P.M
	§ HITACHI MARU Capt. T. Sato	13,500	TUESDAY, 15th Feb., at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	HAKATA MARU Capt. Kawashima	12,500	SATURDAY. 18th Dec.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	TENSHIN MARU Capt. Yamasaki	12,500	THURSDAY, 16th Dec.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Terada	8,000	FRIDAY, 24th Dec.
SHANGHAI, KOBE and YOKOHAMA	§ SUWA MARU Capt. T. Sekine	21,000	THURSDAY. 16th Dec., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	§ HITACHI MARU Capt. Tominaga	9,600	FRIDAY, 14th Jan., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	COLOMBO MARU Capt. Sakamoto	8,000	FRIDAY, 24th Dec.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To	London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen 550
"	"	"	Return	"	900.	" "	"	Return	" 825
"	"	2nd	Single	"	400.	" "	2nd	Single	" 350
		"	Return	"	605.	" "	"	Return	550

To London, Southampton, Liverpool via New York £60.13.0
" " " Montreal £60.3.0
To Victoria, Vancouver, Seattle, 1st Single £25.
" " " 1st Return £37.10.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £73.16
To Yokohama, 1st Return $150. To Kobe, 1st Return $135.
" " 2nd $90. " " 2nd " $83

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 282 and 1941.

POST OFFICE NOTICE.

PARCELS FOR AUSTRALIA.

On and after the 1st of January next the rate of postage to be collected on parcels to the Commonwealth of Australia will be as follows:—

$0.60 for the first lb. or fraction thereof.
$0.30 for each succeeding lb. or fraction thereof.

On and after the 16th inst. registered correspondence will be delivered in the Central portion of the City of Victoria at the following hours:—

9 a.m. 10.30 a.m. Noon. 2 p.m. 4 p.m.

Any person desirous of receiving registered correspondence before 9 a.m. or after 4 p.m., can obtain such correspondence by application at the Registration counter at any time between the hours of 7 a.m. to 9 a.m. and 4 p.m. to 5 p.m. on week-days and between 8 a.m. to 9 a.m. on Sundays and Holidays.

Correspondence addressed to enemy subjects in China, Siam, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Ships in communication with Cape D'Aguilar Radio Telegraph Station:—

Suwa Maru
Kamo Maru
Ixion
Tango Maru
Tamba Maru
Cyclops en route Manila
Namur
Sequoya
Nippon Maru

INWARD MAILS.

From	Per	Date
Shanghai	*Namur*	15th Dec.
Shanghai	*Luchow*	16th Dec.
Europe (London 20th Nov., via Siberia)...	*Yinghow*	17th Dec.
Australia	*Empire*	20th Dec.
...		
...		
...		
...		

OUTWARD MAILS.

For	Per	Date
Bangkok	*Anna*	Wednesday, 15th, 9.00 A M
Shanghai and North China	*Tydeus*	Wednesday, 15th, 11.00 A M
Haiphong	*Bamoi*	Wednesday, 15th, 11.00 A M
Tourane and Quinhon	*Oleg*	Wednesday, 15th, 11.00 A M
Hongay	*Szechuen*... ...	Wednesday, 15th, 11.00 A M
Haiphong	*Taiwan Maru* ...	Wednesday, 15th, 5.00 P M
Foochow, Shanghai and North China... ..	*Kwongsang* ...	Wednesday, 15th, 5.00 P M
Hothow and Haiphong	*Dagfin*	Wednesday, 15th, 5.00 P M
Shanghai, North China and Japan via Kobe (Europe via Siberia) (Shanghai Brit. P.O. Monday, 20th Dec.	*Suwa Maru*	Wednesday, 15th, Registration... 5.00 P M; Thursday, 16th, Letters ... 9.00 A M
San Francisco	*Tacoma*	Thursday, 16th, 9.00 A M
Shanghai and North China	*Chihli*	Thursday, 16th, 11.00 A M
Sandakan	*Hinsang*	Thursday, 16th, 11.00 A M
Straits, Ceylon, Port Said, Marseilles & London	*Kamo Maru* ..	Thursday, 16th,
Philippine Islands, Japan via Moji, United States, South America, Victoria, B.C. and Vancouver, United Kingdom via Canada. ...	*Canada Maru*	Registration ... 12.15 P M; Letters ... 1.00 P M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe The Parcel Mail will be closed on 15th Dec., at 5 P.M.	*Namur* ...	Thursday, 16th, Registration ... 1.15 P M; Letters ... 2.00 P M
Straits and India via Calcutta	*Yatshing*	Thursday, 16th, 2.00 P M
Shanghai and North China (Europe via Siberia) (Shanghai Brit. P.O. Monday, 20th Dec.	*Sinkiang* ...	Thursday, 16th, Registration... 2.15 P M; Letters ... 3.00 P M
Shanghai and North China	*Yusang*	Thursday, 16th, 5.00 P M
Shanghai and North China (Europe via Siberia) (Shanghai Brit. P.O. Wed'day, 22nd Dec.	*Luchow* ...	Saturday, 16th, Registration ... 4.15 P M; Letters ... 5.00 P M
Haiphong	*Taisang*	Friday, 17th, 7.00 A M
Pakhoi and Haiphong	*Keijo Maru* ..	Friday, 17th, 9.00 A M
Japan via Moji	*Banri Maru*	Friday, 17th, 9.00 A M
Haiphong	*Kaifong*	Friday, 17th, 10.00 A M
Swatow, Amoy and Foochow	*Haimun* ...	Friday, 17th, 1.00 P M
Philippine Islands	*Loongsang* ...	Saturday, 18th, 2.00 P M
Australia, Tasmania, New Zealand, via Port Darwin, New Guinea via Thursday Island	*St. Albans*	Tuesday, 21st, Registration ... 9.15 A M; Letters ... 10.00 A M
Swatow, Amoy and Foochow	*Haicheng* ...	Tuesday, 21st, 2.00 P M
Philippine Islands	*Chunhua* ...	Tuesday, 21st, 3.00 P M
Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, and United Kingdom via Canada	*Yokohama Maru*	Thursday, 23rd, Registration ... 10.15 P M; Letters ... 11.00 A M



From top to bottom of a House Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

Hall's Sanitary Washable Distemper
(Trade Mark)

makes beautiful washable walls.

It is applied with a whitewash brush, disinfects and destroys all microbes, dries like flat paint, and sets hard as a cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off.

Made in two qualities for inside and outside work; sold and used by decorators everywhere.

Simple Shade Card and full particulars post free on application to

WILLIAM C. JACK & CO., LIMITED.

Sole Agents, South China. [32

COMMERCIAL

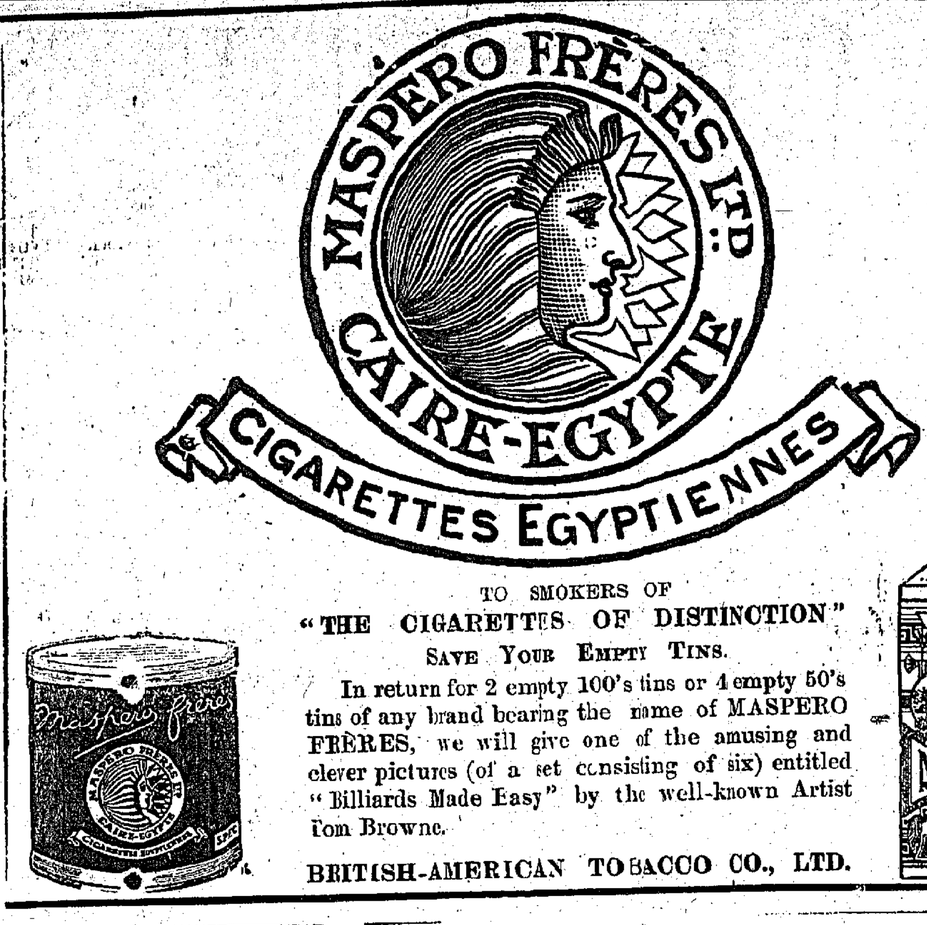
CLOSING QUOTATIONS.

December 14th.

On London:—
Telegraphic Transfer 1/11 3/8
Bank Bills, on demand 1/11 3/8
Bank Bills, at 30 days' sight 1/11 5/8
Bank Bills, at 4 months' sight ... 1/11 7/8
Credits, at 4 months' sight 1/11 7/8
Documentary Bills 4 months' sight 1/11 7/8
On Paris:—
Bank Bills, on demand 268 1/2
Credits, at 4 months' sight 279
On Germany:—
On demand nom.
On New York:—
Bank Bills, on demand 45 1/2
Credits, at 60 days' sight nom.
On Bombay:—
Telegraphic Transfer nom.
Bank, on demand 144 3/4
On Calcutta:—
Telegraphic Transfer nom.
Bank, on demand 144 3/4
On Shanghai:—
Bank, at sight 74 1/4
Private, 30 days' sight nom.
On Yokohama:—On demand 90
On Manila:—On demand—Pesos— 90 1/2 nom.
On Singapore:—On demand 82
On Batavia:—On demand 410
On Haiphong:—On demand 5 1/2 % p.m.
On Saigon:—On demand 5 % p.m.
On Bangkok:—On demand 80 1/2
Sovereigns, Bank's Buying Rate ... $10.45 n.
Gold Leaf, 100 fine, per tas ... $68.90
Bar Silver, per oz. 26 11/16d.

Subsidiary Coins.

		per cent.
Hongkong	20 cents pieces...	$10.20 discount.
Hongkong	10 " ...	$10.00 "
Canton	20 " ...	$17.70 "
Canton	10 " ...	$17.75 "



TO SMOKERS OF
"THE CIGARETTES OF DISTINCTION"

SAVE YOUR EMPTY TINS.

In return for 2 empty 100's tins or 4 empty 50's tins of any brand bearing the name of MASPERO FRÈRES, we will give one of the amusing and clever pictures (of a set consisting of six) entitled "Billiards Made Easy" by the well-known Artist Tom Browne.

BRITISH-AMERICAN TOBACCO CO., LTD.



SHARE LIST.—QUOTATIONS.

Hongkong, 14th December, 1915.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.	Return on Basis of Last Div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$600 L'don buy.	6 p.c.
China Borneo Company, Limited ...	60,000	$12	all	$10½, sel./$10¾,	
China Light and Power Company, Ld. ...	50,000	$5	all	$4.80, buyers	8⅓ p.c.
	50,000	$1	all		7 p.c.
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$9.80, sellers	
Cotton Mills.—					
S'hai Cotton Manufacturing Co., Ld. ...	40,000	Tls. 50	all	T. 87	
Kung Yik Cotton S. & W. Co., Ld. ...	100,000	Tls. 10	all	T. 15	
International Cotton Manuf'ing Co., Ltd.	10,000	Tls. 75	all	Tls. 76	5½ p.c
Laou Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100	all	Tls. 78	
Soeychee Cotton S. & W. Co., Ld. ...	20,000	Tls. 50	all	Tls. 46	
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 160	3⅓ p.c.
Dairy Farm Company, Limited	40,000	$7½	$6	$30, sellers	
Docks and Wharves.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$77, buyers	4⅛ p.c.
H'kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$83½, buyers	3½ p.c.
S'hai. Dock & Engineering Co., Ltd.	25,700	Tls. 100	all	T. 60	
New Engineering & S. B. Works, Ltd.	150,000	Tls. 5	all	Tls. 9, buyers	
S'hai. and Hongkew Wharf Co. Ltd....	56,000	Tls. 100	all	Tls. 99	
Green Island Cement Co., Limited... ...	400,000	$10	all	$9.85, sal & sel.	6½ p.c.
Hongkong Electric Co., Limited ...	60,000	$10	all	$44½	
Hongkong Hotel Company, Limited ...	20,000	$50	all	$109	4½ p.c.
Hongkong Ice Company, Limited ..	6,500	$25	all	$190	6 p.c.
Hongkong Rope Manufacturing Co., Ltd. .	60,000	$10	all	$34, sellers	4½ p.c.
Hongkong Tramway Co., Ltd.	325,000	$5	all	$5½, buyers	
Insurances.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$425	5½ p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$152 buyers	5½ p.c.
Hongkong Fire Insurance Co., Ltd. ...	8,000	$250	$50	$415, sellers	6½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 177½	5½ p.c.
Union Insurance Society, Limited ...	12,400	$250	$100	$910	
Yangtsze Insurance Association Ld ..	12,000	$100	$60	$280, @ Ex 73	6½ p.c.
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$103½	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$102	
Hongkong Land Reclamation Co. Ld.	20,000	$100	$75	$205	6½ p.c.
Humphreys' Estate and Finance Co., Ltd	150,000	$10	all	$6½ buyers	7⅛ p.c.
Kowloon Land and Building Co., Ltd.	9,000	$50	$5	$40	
Shanghai Land Investment Co., Ltd. ..	75,000	Tls. 50	all	Tls. 106	5 p.c
West Point Building Co., Limited ...	12,500	$50	all	$70½, buyers	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 35½, buyers	
Mining.—					
Uni Caspian Oil Corpn., Ltd.... ...	1,000,000	£1	all	36/-, sellers	
Chinese Engineering and M. Co., Ltd ..	4,000,000	$1	all	50/-	
Rand Australian Gem Mining Co., Ltd	200,000	$1	all	3⅝, sellers	
Tronoh Mines, Limited	100,000	$1	all	25/-, buyers	7 p.c.
	25,000	$10	all	$10, buyers	
Peak Tramways Co., Limited ...	50,000	$10	$4	$0.85, buyers $127½, buyers $1.28, sales	
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$361	
Luzon Sugar Refining Co., Limited	7,000	$100	all		
Steamship Companies.—					
Douglas Steamship Co., Limited. ...	20,000	$50	all	$92 sal. & sel.	5 p.c
H'kong., Canton & Macao S.B. Co., Ltd.	80,000	$15	all	$20, buyers	4½ p.c.
Indo-China Steam Navigation Co., Ltd	60,000 pref. 60,000 def.	$5	all	comb. $154, sal. pref. 64, sel. def. 96, buyer.	7½ p.c.
Shell Transport & Trading Co., Ltd	4,047,616	£1	all	85/-	4⅓ p.c.
Star Ferry Company, Limited	40,000	$10	all	$37½	
South China Morning Post, Limited	6,000	$25	all	$28	7⅓ p.c.
Steam Laundry Company, Limited	20,000	$5	all	$3⅓	
Stores and Dispensaries.—					
Lowell, Wm., Limited ..	21,000	$1	all	$5, sellers	7½ p.c.
Watson & Co., A. S., Limited	30,000	$10	all	$6.40, buyers	9 p.c.
Union Watercourt Co., Limited ...	80,000	$10	all	$16, sellers	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898.	Tls. 767,200.	Tls 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 8th June, 1914. [118

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
S. J. STABB
Chief Manager.

Hongkong, 2nd November 1914. [19

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £/-£1,500,000, at—$15,000,000
Silver$18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.

Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.

Manager:
Shanghai—A. G. Stephen.

London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, 11th November, 1914. [9

INTERNATIONAL BANKING CORPORATION.

Head Office:—Wall Street, New York.
London Office:—Bishopsgate, E.C

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,210,000
(Gold) $7,460,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

9, Queen's Road,
Hongkong, 1st July, 1915. 184

THE BANK OF CHINA.
GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 15th April, 1913.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nancsang. Tientsin: Paoting, Tongshan Luanhsien, Tsanghsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi. Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Linising, Tsinan, Yihtah, Hoiming, Chefoo, Tsingtau. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. Canton. Kue-yang. Peking: Kuohua, Suiyuancheng, etc., etc.

CANTON BRANCH:

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; advances granted on approved securities. Special facilities for Home Exchange

Hongkong, 18th October, 1914 [1076

BANKS

THE BANK OF TAIWAN, LIMITED

(Incorporated by Special Imperial Charter).

Capital Subscribed Yen 20,000,000
Capital Paid-up " 12,500,000
Reserve Funds " 4,150,000

President: Kazuyoshi Yagiu, Esq.
Vice-President: Kojuro Nakagawa, Esq.

Directors.

Ietoshi Sada, Esq.
Kyoroku Yamanari, Esq.
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA. (TAIWAN).

Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

London Bankers:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.

Correspondents at Cheribon, Chefoo, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul Shimonoseki, Soerabaya, Tientsin, Yokohama Zamboanga.

HONGKONG OFFICE:
8, Des Vœux Road.

The Bank Transacts Every Description of General Banking and Exchange Business. Interest allowed on Current Accounts and Fixed Deposits.

T. KIKUCHI, Manager.

Hongkong, 25th September, 1915 [1139

NEDERLANDSCH-INDISCH HANDELSBANK
(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital...Fl. 19,943,000 (£1,662,000)
Reserve Fund ... Fl. 7,777,750 (£648,100

Head Office: AMSTERDAM.
Head Agency: BATAVIA.

LONDON BANKERS:
The Williams Deacons Bank.
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 4th August, 1915. [12

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital$1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund 500,000

Bankers:
The Bank of England.
The London Joint Stock Bank, Limited

Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN, Acting Manager.

Hongkong, 9th September 1915. [752

Printed and Published by Henry Adolphus Cartwright, of The Hongkong Daily Press, Ltd., at 10A, Des Vœux Road Central, Victoria, Hongkong. London Office 131, Fleet Street, E.C.